RAILROAD

SEPTEMBER, 1969 MAGAZINE FIFTY CENTS

In What Business of Your Own Can You MAKE BACK YOUR INITIAL INVESTMENT in as little as TWO WEEKS?

You Can Do It When You're a Successful MERLITE PRESTO SHINE DEALER!

The initial investment in a Merlite Presto Shine Dealership is so modest, and the earnings you can make are so surprisingly high, that it's possible for you to earn back your initial investment in as little as 2 to 4 weeks! How many other business opportunities permit you to recoup so quickly?

Imagine! You Offer a Genuine SIMONIZ PASTE WAX JOB FOR ONLY $5.95

When you're a Merlite Presto Shine Dealer, the equipment which we supply you and the system which we teach you, enable you to clean, wax and polish a car with genuine Simoniz Paste Wax in as little as 20 minutes! You charge only $5.95 for this genuine Simoniz wax job—about ⅓ the usual professional charge. Yet you make up to $5.75 gross profit on every car! Weekly gross profit up to $500.00 and more is possible—as much as $25,000-$30,000 in a year!

NOW, HERE'S WHAT WE OFFER YOU:

1. REMARKABLE PATENTED INVENTION.

You get authorized use of patented HM Polishing Machine (U.S. Patent No. 2,967,315), which amazingly duplicates the motion of the human hand, enables you to start with a dirty car and bring it to a lustrous, gleaming, protected Simoniz Wax finish within as little as 20 minutes!

2. PERSONAL TRAINING IN YOUR AREA WITHOUT A PENNY OF RISK!

Even before you decide to become a Merlite Presto Shine Dealer, we will send one of our skilled Instructors to train you in the use of the HM Polishing Machine and the astonishing Merlite Presto Shine speed method. So easy, even a child can do it, after a little training! After your personal instruction, if you decide not to become a Merlite Presto Shine Dealer, you're not out a penny! You take no risk!

3. PRACTICALLY NO OVERHEAD . . . YOU CAN WORK FROM YOUR HOME.

The HM Polishing Machine operates on ordinary house current, so you can do all the work right at your home, if you wish, and save overhead expenses. Supplies and materials cost you about 20¢ per car, so your gross profit on a $5.95 Simoniz Wax job is approximately $5.75!

4. START IN YOUR SPARE TIME.

Many of our most successful Merlite Presto Shine Dealers held on to their full-time jobs, started out in spare time—evenings and weekends. Then, when they saw how much more money per hour they were making with Merlite Presto Shine, they went into full-time business of their own, and stopped punching the timeclock. You can do it, too!

5. TREMENDOUS DEMAND EVERYWHERE.

Your astounding low $5.95 price draws a steady stream of motorist-customers. You also get big commercial accounts: new and used car dealers, fleet operators such as taxicabs, rent-a-cars, etc., plus service stations, garages and car washes. You need never run out of customers!

COMPLETE PROSPECTUS—FREE . . . MAIL THIS COUPON TODAY . . .

MERLITE PRESTO SHINE CORP.
1081 Bristol Road, Mountainside, New Jersey 07092 Dept. Y-67T

"Above you see one of our Merlite Presto Shine Dealerships, operated in conjunction with a parking lot. You can set up your own Merlite Presto Shine Dealership in practically any location—even at home."

Read What Merlite Presto Shine Dealers Say About This Great Opportunity:

Larry Drain of Illinois: "Within 13 days of getting started, profits from the business paid for the initial investment—and that includes my TV and radio advertising. Since then I have been averaging between $1,000 and $1,300 a week! Because I cannot handle the business myself, I now have 3 employees who work full time."

Peter J. Strikwerda of New York State: "Yesterday I did a 60′ x 12′ 1-year-old trailer. I hope this is a good beginning in this area, because it was accomplished with ease and resulted in a great sense of satisfaction when I saw the trailer glistening. You can imagine the dirt, grime and film that had accumulated in one year. Now I would like to get 3 more machines."

David J. Paradise of Massachusetts: "Just two years ago my wife and I returned to Mass. from Arizona. We were broke. I got a job in a factory and then read about Merlite Presto Shine. Then presto, I got my dealership and started making money as they said. Today I have a steady flow of customers, and we now own our own home with an acre of land."

Pedro Ramirez of Puerto Rico: "As a Merlite Presto Shine Dealer, I do Simoniz wax jobs on aircraft on a contract basis. Already I have steady business contracts totaling $500.00 a month. Recently a domestic airline signed a contract for me to do their 12-passenger Beechcrafts at $75.00 per plane per month, and a plane takes me only 5 hours to do."

Steven Schorr of Long Island, N.Y.: "I am 15 years old and in junior high school. My dad will let me do only 10 cars on a weekend, although I could do a lot more, if I didn't have to do homework. Even so, I make about $50.00 a weekend, which will go to my college education. This summer I've lined up 2 beach clubs, and 2 of my friends to do the work for me."

Merlite Presto Shine Corp. Dept. Y-67T
1081 Bristol Road, Mountainside, New Jersey 07092

Rush me complete Prospectus of my opportunity to make big profits in a business of my own as a Merlite Presto Shine Dealer. Everything comes to me by mail, prepaid, absolutely FREE, and entirely without obligation.

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In Canada: Merlite Presto Shine, 675 King St. W., Toronto, Ont.

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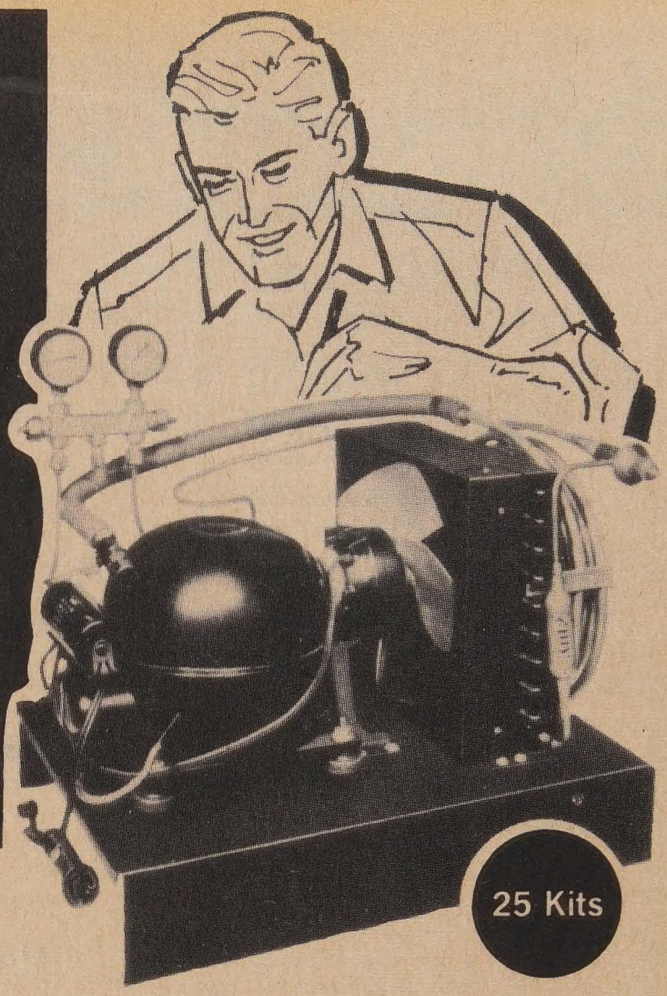
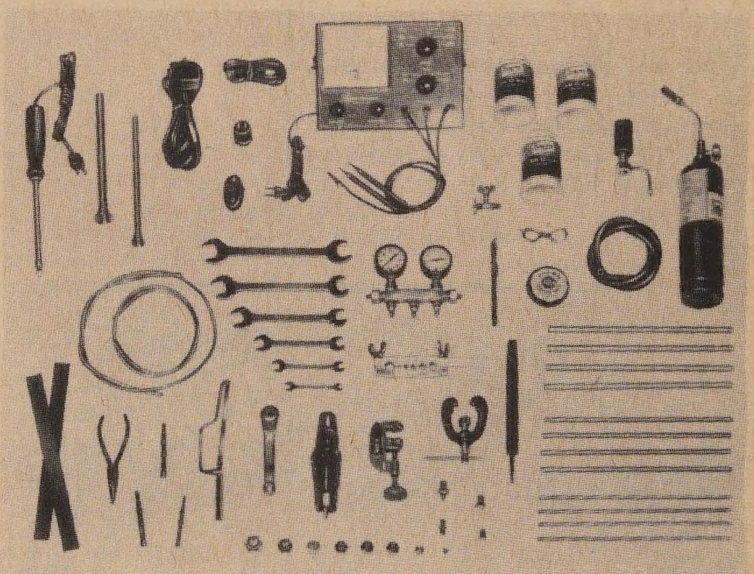


Skilled men are desperately needed in Air Conditioning, Refrigeration and Heating. Over 20,000 must be trained each year. If you are 18 or over and want an exciting, big pay future in this dynamic field, CTI training is for you! Get the facts that can put more money in your pockets—fast! ***Use the coupon to send for the free CTI book — NOW!***



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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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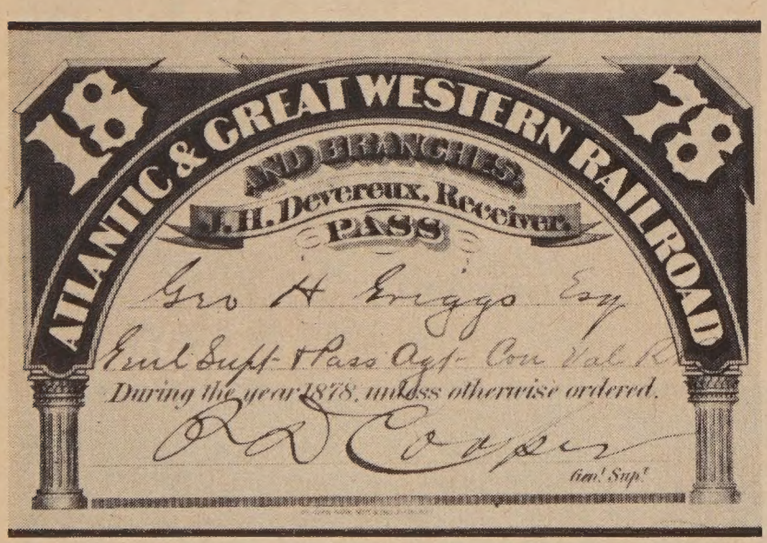
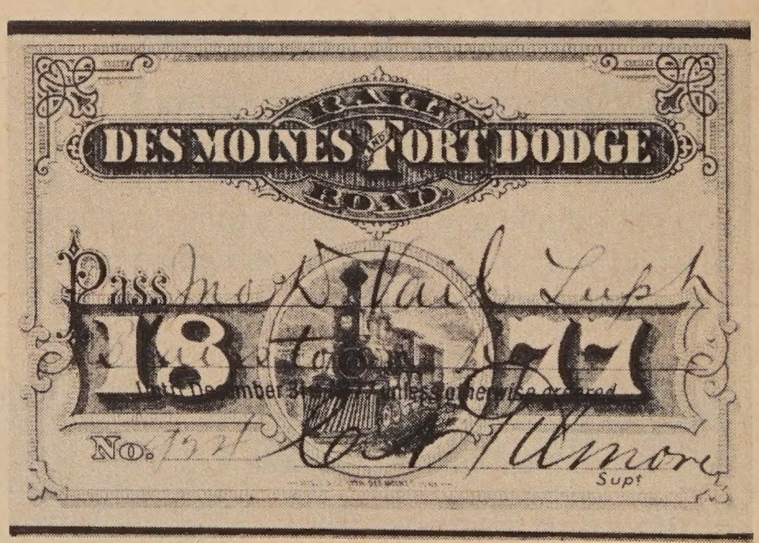
Two rare old items from Thomas T. Taber's large collection of annual railroad passes. Tom tells us about this collection on page 34.





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CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80302

MEN ARE DOUBLING THEIR PAY IN THIS EXCITING, NEW JOB

AND...DRIVE A NEW COMPANY CAR FREE... ENJOY EXPENSE ACCOUNTS...RAPID PROMOTION...FREE BENEFITS...LIKE THESE UNIVERSAL GRADUATES:

"I'm earning almost $200 a month more." **John Duffy, California**

"My income has almost doubled." **Ronald DeVries, Canada**

How long will it take you to get a pay raise of up to $2,400 in your present job? Five years? Ten years? Never?

Yet, while some men wait and wait for that next piddling $10 raise, others are getting immediate pay boosts of up to $1,200 and more by stepping into the booming field of Accident Investigation.

In just a matter of months many of these men are making up to $2,400 more in Accident Investigation than in their old jobs. Some double their incomes!

On top of that they are driving new company cars, enjoying expense accounts, bonus and retirement plans, free insurance, long-term security, bright futures.

$2,400 A Year More Pay!

Rudy DiSanto was an instrument polisher in New York not long ago. Now he's a professional Accident Investigator making $200 more a month than in his old job and driving a new company car.

James Woodruff was a longshoreman in Louisiana. Now he writes, "My income has more than doubled" in Accident Investigation.

Jim Breneman, former factory hand in Ohio, writes, "I **started** with a $1,200 raise, plus a company car."

These are only a few of the hundreds of men who quickly changed their incomes and their lives by contacting Universal Schools—by simply mailing a coupon like the one on this page . . .

Because Universal trains and places more men in the booming Accident Investigation field than any other organization in the United States. And the time to train is now!

Men Urgently Needed Now

Accident Investigation is part of the biggest business in the world today. More than 22 million accidents and losses must be investigated for insurance and other companies this year alone.

More than $19 billion (yes, billion) will be paid out to settle those accidents. And it gets bigger every year as the accident rate soars up and up.

The fact is that there simply are not enough trained men to handle this tremendous workload efficiently.

More trained men are needed now, everywhere—in cities, towns, rural areas. More than 1,100 companies ask to see Universal's list of graduates every month.

Many Universal students are hired away long before they finish training. Others report three and four companies trying to hire them at the same time on graduation.

Anthony Badger of Pennsylvania writes, "I had three offers at once. My salary has doubled over my previous job. I have a company car, expense account and other benefits."

Train Now At Home

You can start training for your money-making career in Accident Investigation right away. Keep right on with your present job while you train. No need to change your present schedule at all. No classes to attend; no deadlines to meet.

You simply read lessons-by-mail from Universal. You study in your own home in your spare time. Set your own schedule. As little as one or two hours a week will give you good progress.

You move quickly and easily along through brief, fascinating lessons—lessons so clearly and interestingly written that you will be career-ready in less time than seems possible.

You need no college; no experience. Universal's famous course is written for the man who knows absolutely nothing about Accident Investigation.

For more than 20 years this home-training plan has been the path to success for men with no experience at all, no advanced education.

Free Placement Service

The moment you are ready to step into your new career, Universal gives you free, nation-wide job placement service. We contact more than 1,100 companies in your behalf.

If you wish to take your new skills and work in another part of the country, we will put you in contact with employment opportunities in areas you specify.

This service—which has placed more men in profitable Accident Investigation careers than any other—is available to you free for life.

Send For Free Book Today

Discover your opportunities in this exciting field. Send today for a valuable free book of facts on remarkable careers open to you right now in Accident Investigation. (Even spare time work can bring you an extra paycheck of $200 to $400 a month!)

This is the same free book that started Charles Helton on his way to a $2,650 pay raise . . .that helped Jim Woodruff, Tony Badger, Ron DeVries and others double their incomes . . . that has given hundreds of men the key to more money, more security, greater opportunity.

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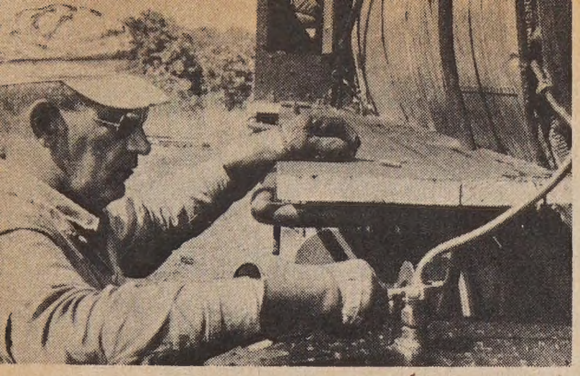


Cover photographer Fred Tonne gives Keweenaw Central No. 29 a few adjustments for run over ex-Copper Range.

THE MAIL CAR

where editors and readers meet

GOLDEN autumn on the Keweenaw Central adorns our cover. The *Copper Country Limited*, a steam excursion train, is crossing bridge No. 30 above the sparkling Douglass Houghton Creek near Lake Linden in Upper Michigan. Engine No. 29, a 135-ton 2-8-0, was delivered new to the Copper Range Railroad at Houghton, Mich., by Alco in 1907. The CR owned and used her until 1967, when the Keweenaw Central acquired her and the then-abandoned CR trackage from Lake Linden to Calumet.

KC's standard-gage steam excursion trains run daily from late June through Labor Day week-end. Preceding and following daily service, the week-end or Sunday-only steam trains operate as weather permits and as gorgeous fall colors suggest—well into October.

Our current cover photo was made by Fred L. Tonne, P.O. Box 3714, Milwaukee, Wis. 53217, who also supplied the color-shot of a C&NW red caboose used on our Feb. '57 issue. Fred spent 18½ years as staff photographer for the *Milwaukee Journal* (part of that time including the *Sentinel*), for which he traveled in all 50 states and many foreign lands. He is now a movie photographer with Moynihan Films.

Besides being actively connected with the Mid-Continent Railway Museum at North Freedom, Wis., he was one of the original incorporators of the Keweenaw Central, is its vice president of operations, and occasionally works in KC engine, train, or track service. ●

HUMAN INTEREST. A 24 x 36-inch oil painting entitled "Freighter," showing part of a Rio Grande boxcar with open doors through which can be seen part of another D&RGW boxcar, won the top award at a Cape Coral, Fla., art show recently. The painting is the work of a former curator of a Denver, Colo., art gallery, Charles G. Cannon, who is in the Colorado State Penitentiary serving a 10 to 14-year sentence for forgery.

Trainmasters Don't Like to Ring Doorbells (July issue) is a series of photos showing what are generally regarded as unsafe practices in railroading. One has a switchman riding the grabiron ladder of a moving C&O car. "But," protests an old rail, John L. Hrebnar, Conklin, N.Y., 13748, "that is the proper way to ride, because if your body should hit anything while in that position it is less likely to be thrown under the wheels. Suppose you rode the rear of the car just ahead, No. 18348, and were hit by something, you would probably die under the wheels."

Says P. D. Maher, retired New York Central engineer: "I started in the Michigan Central shops in 1900 as a boilermaker apprentice and earned 72 cents a day. After two years I went firing at $2 a day. They put me right out on the road on the extra service list. Some days I was on a trip 12 hours, other days up to 64 hours, straight time on the engines without rest."

Jimmie James, a Navajo Indian known as "Little Mexican," is disgusted with whiskey and lettuce. Recently he crawled into a refrigerated vegetable car in a suburb of Phoenix, Ariz., to sleep off a drunken spree. Someone locked and sealed the car; the train pulled out. For Jimmie the next five days were a nightmare. Traveling in darkness at 35-degree temperature, he had nothing to quench his thirst and, surrounded by 24,000 heads of lettuce, no food except lettuce. At length in Chicago, inspectors opened the car and saw him. Examined in a local hospital, Jimmie was found to be none the worse for his ordeal—he didn't even catch a cold! After devouring a hot meal at a Gospel mission, he wandered off to an undisclosed destination.

Our June cover drew this comment from Ron Ziel, steam photographer and author of railbooks: "What a great cover! It doesn't show steam, but you certainly chose the next best subject. Beautiful girls are preferable to (ugh!) diesel locomotives."

"P. C. Southworth's letter (June issue, page 29) says that in 1907, he 'grabbed a torch,'" writes C. C. Staley, 2702 Morton St., Anderson, Calif. 46014. "I have a torch, given to me by a dear old friend who used it on a freight engine long ago. Southworth's letter helps me to date that torch. I remember them being used in 1920 and '21; but now I know that they were used at least as far back as 1907 and possibly long before that." ●

REMINISCENT of the New York Central's lone bandit, Oliver Curtis Perry, a gunman burst out of a caboose locker on a 10-car Penn Central mail train speeding through the Pennsylvania countryside just before noon on June 14th. He caught two crewmen by surprise, robbing conductor Paul Johnson of $30 and a watch and looting flagman Edward Briscoe's wallet of $345. Then he took off their shoes to discourage future pursuit, locked both men in lockers, and presumably jumped out as the train slowed down for a stop in Philadelphia to pick up additional mail cars.

Railmen employed at 30th Street Station heard banging on the locker doors and freed Johnson and Briscoe. We do not know whether or not the U.S. mail itself was robbed. The Federal Bureau of Investigation quickly got into the case.

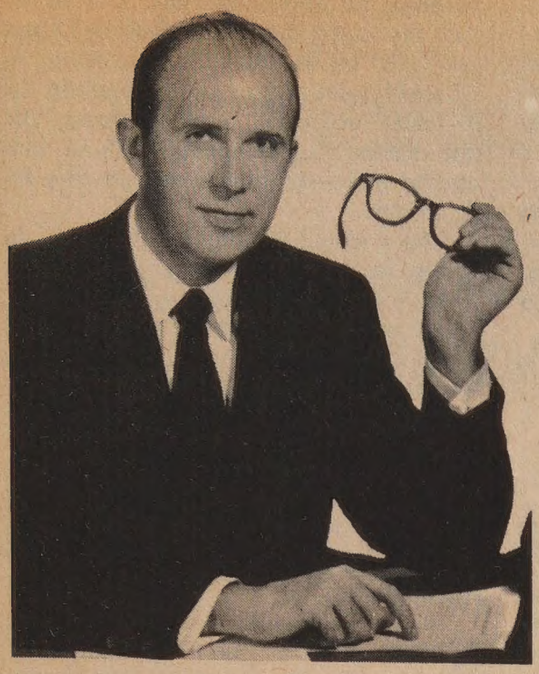
Meanwhile, the FBI was investigating the disappearance of $457,000 in negotiable securities from aboard another PC train, *The Senator*. On June 13th five couriers were taking the securities, among other items, from New York to a Philadelphia bank. Each man, carrying a bag, boarded the train in New York, but when it stopped in Trenton the bag of securities was missing mysteriously. ●

CANADIAN NEWS. Canada had a "golden spike" event of its own recently. It was driven by Premier Harry Strom of Alberta at Grande Prairie to mark the completion of the 234-mile Alberta Resources Railway.

The line cost $96 million and taps an undeveloped area rich in coal, timber and other natural resources. The first big movement will be that of unit trains carrying coal to the west coast, thence to Japan.

All new locomotives and cabooses in Canada will need toilets, the Canadian Transport Commission has announced; and by May 1, 1974, locomotives and cabooses will not be allowed to operate without them. The toilet facilities will be "of such type and construction that human waste will not be dumped on the roadbed of the railway or on any part of the rolling stock." Electrical incinerators will be attached to the disposal systems.

Canadian railways also must put water coolers on all new locomotives and cabooses entering service on or after



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 469 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 469, 555 E. Lange St., Mundelein, Illinois 60060

Please mail to me, without obligation, a free copy of your 32-page booklet, How to Gain a Command of Good English.

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STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

May 1, and on all locomotives and cabooses by May 1 next year. ●

RECOLLECTIONS of C. H. Herrick, retired Santa Fe engineer: "When the panic of 1893 hit the country, I'd been railroading for several years. Our pay was held up for three months. After the pay car finally arrived, we were paid off in silver dollars. I wore a derby hat then and that day I went home with it filled to the brim with silver dollars.

"In the 90's we used eight-wheelers for passenger service and Baldwin hogs for freight. The latter weighed from 50 to 60 tons and pulled 15 cars 28 to 30 feet long. About 50 percent of the men were promoted and about 50 percent were hired. Many of those hired were boomers.

"We had regular assigned engines, and both engineer and fireman carried a tank bucket to wash up in after the day's run. We kept a suit of overclothes (and sometimes underclothes), a towel, and a bar of soap in the seatbox in the cab. Usually a fireman wore a $4 pair of jeans, which he stepped out in when he got to one end of his run. Some engineers had one suit of good clothes and wore it when they were away from home.

"The company began pooling engines about 1908. They built a long wooden trough for the men to wash up in and it had hot and cold water. The men used the same water for six hours; then the trough was cleaned up." ●

OVERSEAS. Born 93 years ago into one of Sicily's richest families, Francesco D'Ayala died the other day in Turin, Italy. After a long career as a diplomat and a member of Parliament, he was exiled by the Fascist Government and lost nearly all of his money. But he still had the permanent free railway pass that the nation grants to all ex-Parliamentarians. So he decided to make Italy's trains his home. He ate and slept in them for the last 25 years of his life, becoming the country's best-known passenger, but died in a clinic.

A picturesque, 28-mile, cog railway in northern India known as the Nilagiri (Blue Mountain) Express, is fast fading into history, a victim of modernization and dwindling passenger traffic. This line, once very popular, used to haul British rulers, maharajas, and an assortment of their followers from the intense heat of the plains to the top of a cool green hill, Ootacamund. Climbing 7,000 feet from virtual sea level, the train passes through 16 tunnels and stops at 10 stations, with an average speed of 5 miles per hour. During the rainy season, a trainman walks in front of it to make sure the rails are intact and no boulders have fallen on the track. Sometimes, like the buffalos that held up America's first transcontinental trains, a herd of wild elephants delayed the Nilagiri Express. But the cog railway has an unparallelled safety record: not one accident in its 70-year history!

Absent-minded passengers left cash totaling the equivalent of $2 million in U.S. money on Japanese trains in 1968. The owners later reclaimed 76 percent of it.

Before this year ends, the Soviet Union will probably begin operating a super-fast and highly efficient passenger train of 10 cars that will take less than four hours on the Moscow-Leningrad run, 406 miles, at 124 mph. Today, travelers ride the overnight *Red Arrow* (*Krasnaya Strela*) luxury train which leaves Moscow at five minutes to midnight and arrives in Leningrad at 8 next morning.

The copper-rich African republic of Zambia is not on the water wagon. The large number of drunks in that country came into the news when it was learned that the Zambian national railways were buying 10,000 breath testers to stop wholesale drinking by train crews that led to an average of one train derailment per day. The statistics worked out to one derailment per five miles of track in a year.

Tickets are no longer being inspected at barriers on suburban stations in Copenhagen, Denmark; but there are frequent inspections on trains—and stiff fines are levied on passengers who have no tickets.

French dining car No. 2419D, in which World War I armistice was signed and in which Hitler later accepted the surrender of France, was displayed in Germany as an important historical relic, on Hitler's orders, but eventually was destroyed by an Allied air offensive that wiped out the effectiveness of Reich railways and doomed the Nazi empire. This comment on Joe Easley's picture of that car (June issue) comes from Ron Ziel, who will cover the subject, among others, in his forthcoming book about railroads at war, entitled *Steel Rails to Victory*.

"British Rail expects to reduce from 28 to 12 its mainline locomotive types," reports John Drayton, retired hogger, 13 Sycamore Rd., Griffithstown, Pontypool, Mon. NP452AL, England. "Yard switchers and transfer-trip loco types will dwindle from 25 to 7, all in the next five years. This is an economic necessity.

"Changing the subject, the 3-foot gage Isle of Man Ry. on an island in the Irish Sea operates horsecars, electric trolleys and steam lines and is a paradise for slim-gage fans. The horsecars ply along the promenade at Douglas. Over 60 horses pull the ancient 4-wheeled open and closed cars along the two-mile seafront. Last summer the line made a good profit. Where else on the globe do horsecars run in public streets.

"On a recent Sunday I saw No. 11, a slim-gage 2-4-0 tank engine, take out 4 cars from Douglaston, bound for Castletown and Port Erin, some 14 miles to the southwest. This also is a summer attraction. And trains of the 3-foot-gage Manx Electric Ry. go up daily from Douglas to Ramsey. They are bogie trams with trailers, mostly of the toast-rack pattern, with a small boxcar at the rear. All cars except a few rebuilds were built between 1893 and 1906.

NEARLY two years ago Mr. and Mrs. D. R. Halverson began operating The Old Station House Restaurant at 288 First St., Los Angeles, Calif. 94022, originally consisting of a depot built by the Southern Pacific in 1912 and used also by the Peninsula Electric Ry.

"Our latest addition," Mrs. Halverson writes, "is the former Western Pacific caboose 675, built in 1944. We were prompted to buy it by reading Bill Knapke's book, *The Railroad Caboose,* which we find very interesting. In fact, I like the book so much that I have given several copies of it to my friends. Our own copy is available here in the restaurant for customers to learn basic facts about cabooses. I have written to the WP for the names and addresses of crewmen who have ridden the 675, and I plan to frame any of their letters telling what happened on that caboose. Also, I am getting copies of the poems quoted in Knapke's book imbedded into our table tops." ●

NEWS ITEMS. Penn Central recently dispatched its first international shipment loaded in its own trailer for through movement to Europe in roll-on-roll-off service. The shipment consisted of marina pontoons for floating dock assemblies, manufactured in Ashtabula, Ohio. The cargo remained in the railroad-owned trailer, complete with wheels, all the way from the manufacturer's plant to the customer's dock in Sweden. PC has 150 such trailers.

Bridges often carry trains, but a switch of this routine occurred recently when the Santa Fe Railway carried major components of a bridge. The movement involved transportation of 41 pre-stressed concrete approach girders for the new $38,700,000 bridge across the bay from San Diego to Coronado, Calif. The girders were loaded aboard 60-foot flatcars, each on three cars, at Santa Fe Springs, Calif., for the

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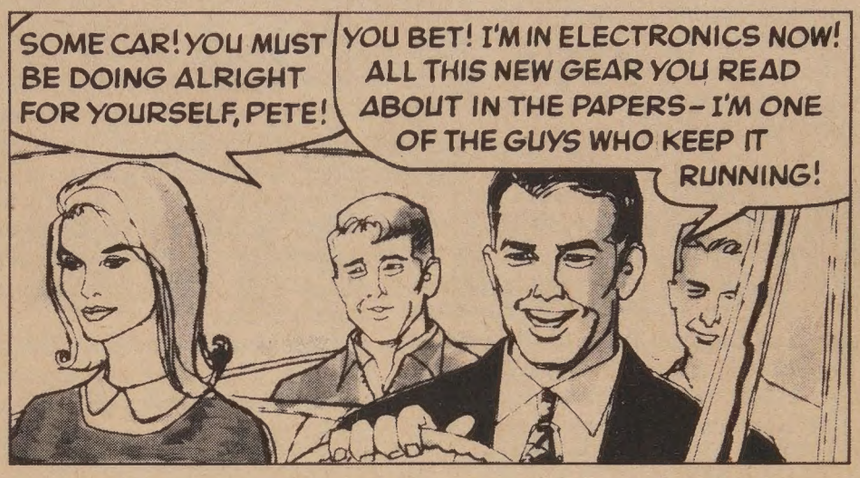
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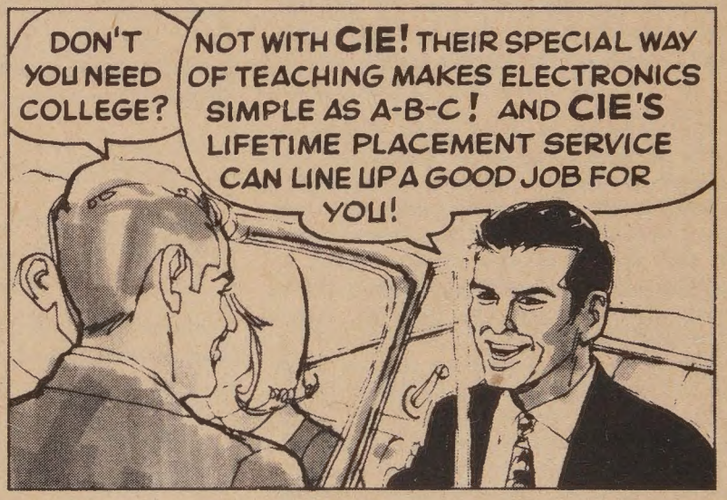
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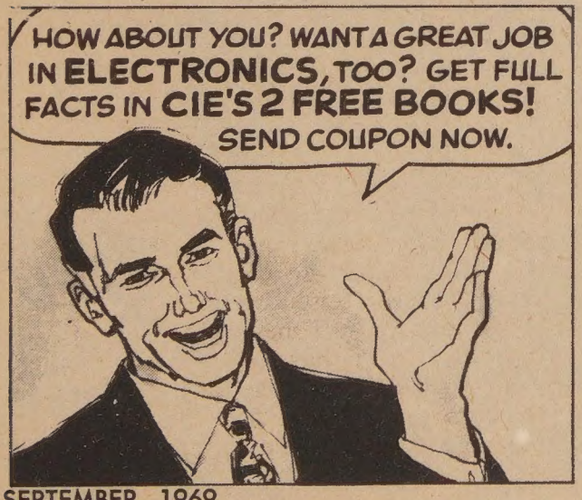

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109-mile trip. A total of 14 train movements were involved in carrying the shipment of 2562 tons. When completed, the San Diego Bridge will be 11,179 feet long.

Declaring that the Interstate Commerce Commission has ceased to justify its usefulness to the American consumer, Rep. John D. Dingell of Michigan told a Senate group the other day that the agency should be abolished. He said the ICC, more than any other Federal regulatory agency, had become a "timid referee calling the balls and strikes in industry squabbles."

Louisville & Nasvhille took over the 287-mile Chicago-Evansville line of the Chicago & Eastern Illinois on June 6th, the purchase price including some $40 million in assumed debt obligations, cash, and securities. Says L&N President William H. Kendall: "This acquisition enables us to improve on-line freight service between the Great Lakes and the Gulf." ●

THE OLDEST train order sent by telegraph was issued in 1851 by Charles Minot, superintendent of the Erie; but a notice of a train departure went over the wire four years before that date. So says Richard F. Palmer, P.O. Box 91, Colvin Station, Syracuse, N.Y. 13205, who tells us that a telegraph line was put into operation in May, 1846, between Albany, Syracuse, and Auburn. He sends us this excerpt from the *Syracuse Star* of Sept. 13, 1847, which is historically interesting.

The regular western train due here at 6 o'clock Saturday morning was obliged to leave Auburn without connecting with the train west, the cars being sometime behind the usual hour. On the arrival of the western train at Auburn, the passengers insisted upon being carried through, and an extra train was dispatched.

Notice of the departure of the train was telegraphed to the railroad office here, but was not received until after the regular train going west, which leaves here at 7 a.m., had gone. The two trains met suddenly a few miles west of Syracuse, and a severe concussion was the consequence. Owing to the fog, neither of the engineers discovered the approaching train, though we believe the one from the west was in waiting. One of the locomotives and several passenger cars were seriously damaged. Fortunately, no passenger was injured.

The passengers were very indignant, because they could not be sent on without delay, to Utica, from this place. This was impossible to do with safety, from the fact that there were three or four parties at work on the track between here and Utica, and each one had a locomotive drawing gravel and other materials. ●

AN UNUSUAL incident is recalled by P. C. Southworth, retired C&O engineer and past assistant grand engineer of the Brotherhood of Locomotive Engineers, 92 S. Powhatan Ave., Columbus, Ohio.

"Back in 1907," he says, "I was firing for engineer Ed Allen on the Hocking Valley Railway (now the C&O's Hocking Division) with a run between Columbus and Toledo. One afternoon at 2:45 we left Columbus Union Station on train No. 33. From the station, the track ran parallel with the Pennsy and New York Central for a mile. We then made a sharp right turn over both of those lines, a rough crossing.

"The curve was to the right over the Scioto River bridge, and at that point I always got down to put in a good fire. When the engineer widened on the throttle, the coupling between the tank car and baggage car came uncoupled. We were picking up speed on a straight track a mile past the curve, and after putting in another fire, I looked back and was astounded.

"I yelled at Ed, 'We don't have a train.' He had a big smile and thought I was kidding. I told him to look back, which he did, and as his eyes popped out he shut off the throttle. All he said was: 'Well, we had one when we left Union Station.'

"We couldn't see the train, as it was around the curve a mile back. The driver brakes set-up on the engine and since we were on a descending grade, it really fooled both of us. I closed the angle cock. We went back for our train, and then proceeded. But it was many years before the kidding stopped." ●

Club Gets Rotary Plow

Northern Pacific rotary snowplow No. 2 arrived the other day at its permanent new home in Lake City, Mich., where it is being restored and will be maintained as part of an operating steam railroad museum being developed by the Steam Railroad Restoration Society.

The Society, which headquarters at Midland, Mich., is developing the museum at Lake City on rails leased from the Cadillac & Lake City Railway.

No. 2 is a 62-ton, king-size snowblower. It was designed to clear a ten-foot wide path through drifted and hard packed snow. The basic idea for the steam rotary plow was contained in a patent issued to O. Jull in 1884. He, John S. Leslie, and Edward Leslie, supplied the plans for No. 2.

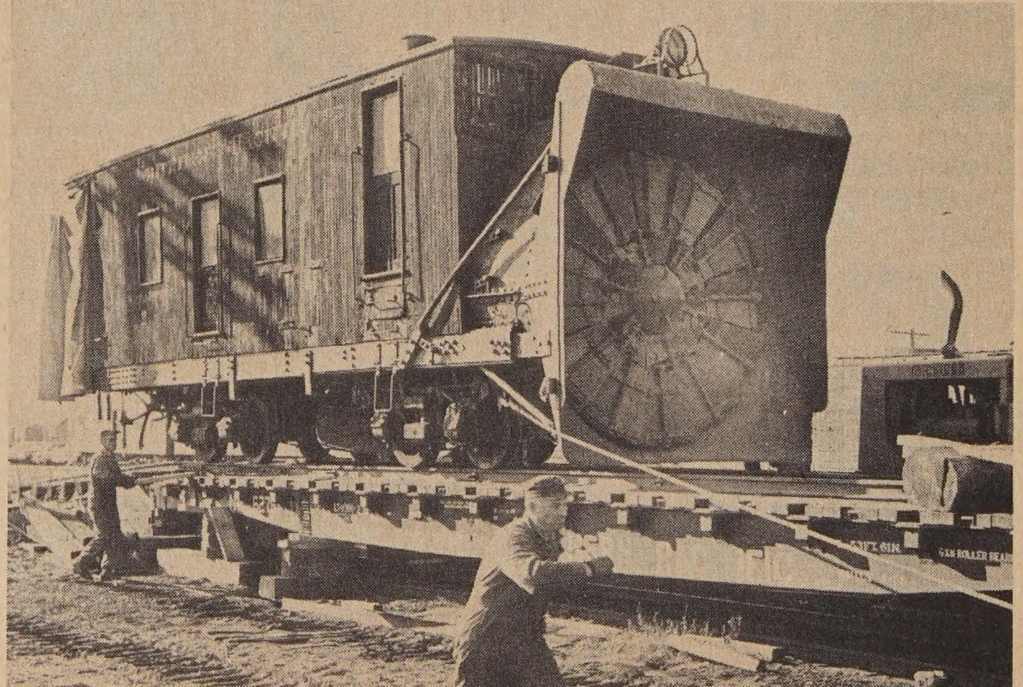
The first full-size steam rotary snowplow was built in 1885. It was tested on several western railroads which had severe problems with blizzards and deep drifts of snow on the Great Plains and in western mountains.

The original machine was completely rebuilt to incorporate several improvements by the Leslie brothers in 1886. This served as the prototype for all future models, among the earliest of which was No. 2, produced the next year.

The *Railroad Gazette* of April 20, 1888, reported that the first two rotaries acquired by the NP, No. 1 and 2, were rushed to the switchback line over the Cascade Summit which had been blocked with snowdrifts as much as 12 feet deep for nine days. The new rotaries cleared the line in less than nine hours and kept it open for the rest of the winter without delays to traffic.

The Steam Railroad Restoration Society is a non-profit corporation chartered by the State of Michigan which is authorized to procure, preserve, restore, exhibit and operate steam era railroad equipment for educational and museum purposes. ●

Northern Pacific's 1887 rotary steam snow blower is being loaded by Guy Honnold, asst. roadmaster for the NP. Its new home is Lake City, Mich., on the C&LC.



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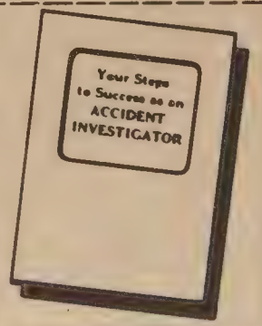

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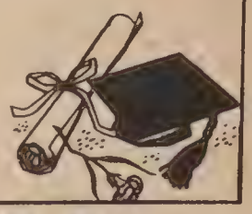

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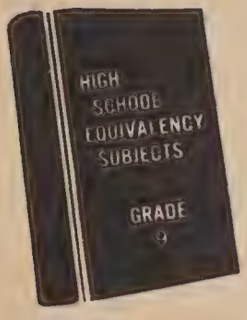

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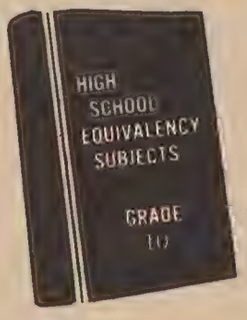

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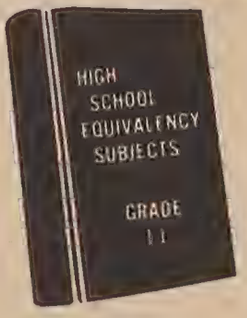

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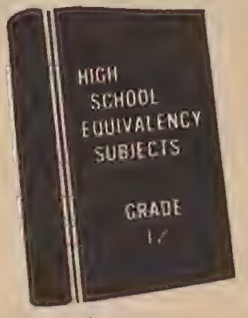

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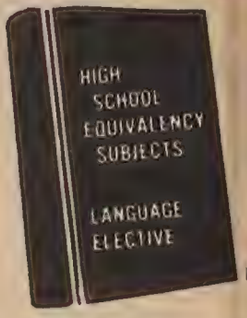

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RAILROAD

PHOTOGRAPHS OF THE MONTH

Maine Central engines 852 and 234, doubleheading north in Maine from Newport to Dover Foxcroft on November 7, 1901, lost their air and plowed into a roundhouse, hitting engine 97 and falling into the turntable pit. A man named French, firing for engineer Charles Bradley on No. 85, was killed in the pile-up. Who knows further details?

From collection of Clifford H. Peake, 1034 E. Whitman, Pocatello, Idaho 83201

Joseph S. Nowak, 236 S. Roycroft Blvd., Cheetowaga, N.Y. 14225

No. 9 of Niagara Junction Railway at Niagara Falls, New York, was built by General Electric about 40 years ago.

PASSENGER TRAIN SURVEY

A SWEEPING order by the Public Service Commission of New York State requires Penn Central to buy or lease "vitally needed new equipment" and shape up its downstate commuter service and "take specific measures aimed at providing greater safety and improved passenger comfort." Under the latest directive, PC must:

Immediately take steps to buy or lease at least 80 new cars to replace aging equipment within two years. Some equipment dates from 1918.

Replace 24 engines now used in electrified operations with "more modern and efficient power," also within two years.

Run the trains on time "at an 80 per cent on-time performance during each calendar month." A train is considered on time if it arrives at its ultimate terminal no more than five minutes after the scheduled arrival time.

Provide enough telephone lines and people to answer the phones so that customers calling the railroad can get a quick answer.

Install within two years public address systems at suburban stations that are now without them.

Equip each locomotive-drawn train used in commuting with a two-way radio.

Clean up debris from Penn Central tracks to "avoid delays to trains and fires on trains such as have occurred in the past."

Speed up the "track surfacing" program from 69 miles of track for the next three years. Track surfacing in general is work performed to assure a smooth ride, such as tamping down the stone bed.

The nation's largest railroads are convinced that no one other than a commuter or a nostalgic railfan—certainly not the average American—wants to go anywhere on a passenger train today. So says Robert E. Bedinfeld in *The New York Times.*

The excitement generated by current Goverment-subsidized experiments with high-speed passenger trains and the public's apparent willingness to line up at ticket windows for the chance to ride them haven't shaken the conviction of the industry's leadership that long-distance passenger service is dying.

This picture emerges from a *New York Times* survey of 18 of 21 major railroads that still operate passenger trains in the United States. Three roads declined to participate in the poll: the Santa Fe, Norfolk & Western, and Southern.

The executives of roads that responded to *The Times'* questionnaire make the point in one form or another, that the public has left the long-distance passenger train of its own accord. Now the carriers want to discontinue the unused service and stop losing money on it.

B. F. Biaggini, president of the Southern Pacific, is very outspoken. "The long-haul intercity passenger train," he says, "is rapidly passing into history and we certainly have been trying to discontinue these trains, as the airplane and automobile have taken the passenger away. We should not try to postpone their demise any longer."

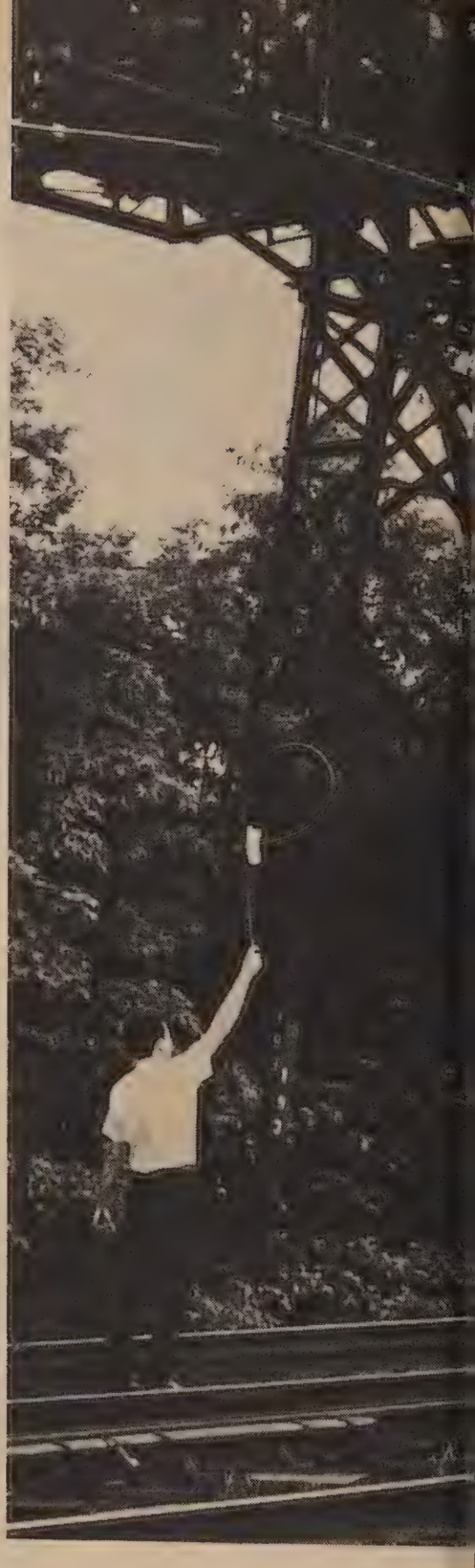
Several executives—particularly on Western systems—insist they would just as soon not operate the trains even with public subsidy, if that was offered to them. They feel the service no longer serves a public need, at least in their territory, "and therefore would be an unjustified expenditure of public funds."

"The railroads are busy trying to kill off the passenger trains because they say they lose money, and the job is now two-thirds accomplished: 1,000 out of 1,500 trains," writes Virginia Fayette, United Features columnist. "Trying to get a reservation is an exercise in discouragement. It's the same frustrating story each time. Passenger agents from coast to coast tell you their trains are full; they can't promise reservations because 'that's our most popular run,' or 'call back later; we might put on an extra car.' So a lot of people give up."

Can strong advertising attract more train passengers? The Grand Trunk Western believes it can and has the figures to prove it. According to the *Indianapolis Star,* GT commuter runs between Pontiac, Mich., and Detroit have shown a 49.5 percent increase in passengers in the last two years, and the number of passengers riding from Detroit to Chicago has almost tripled.

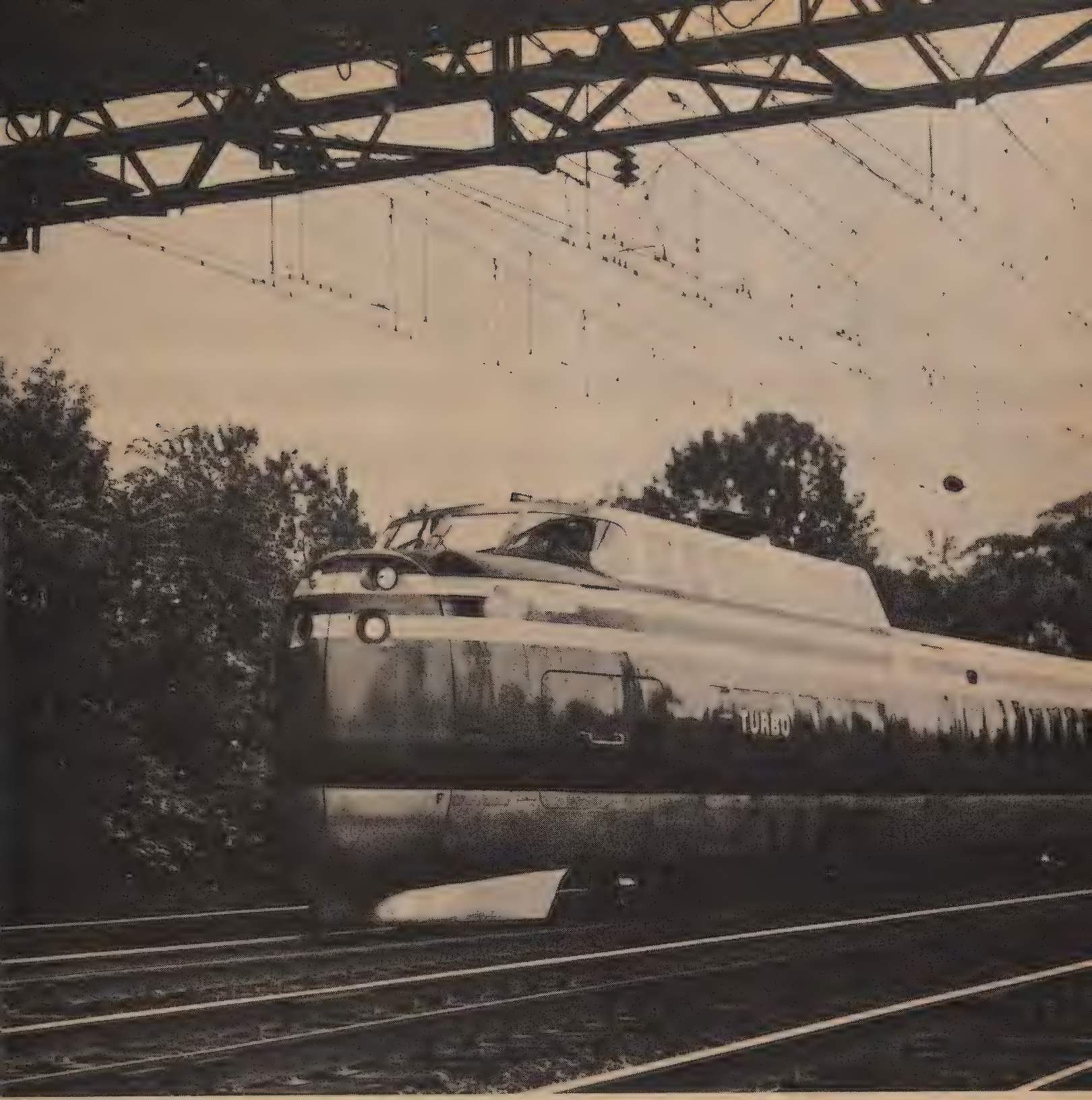
W. B. Berrington, passenger sales and service manager, is quoted as saying the increases are the result of "aggressive initiative," started in 1967. Newspaper ads, radio announcements, and a unique venture called a "rail-in" were used in the campaign. Five rail-ins—displays of equipment coupled with intensive promotion—drew crowds of thousands at various Michigan cities.

During these rail-ins, carrier rep-



Photograph by H. Reid

Presenting the new version of Norfolk & Western passenger train, "Miss Pocahontas" displays streamlining, herself, in inaugural run May 23rd in upgraded No. 3, Norfolk-Cincinnati "varnish."



Penn Central's modern *Turbotrain* gets orders June 9th from operator Steve McEvoy of Pike tower at Rye, N.Y.
Howard V. Pincus, 5 Eldrege Pt., Rye, N.Y. 10580

resentatives emphasized good service with displays of modern coaches, club cars, bar and dining cars. The result: Passenger earnings of GT climbed to nearly $3 million last year.

Berrington contends that "the public wants to ride on trains" when they provide good equipment and convenient schedules.

Incidentally, the Grand Trunk is owned by the Canadian National, which also pushes its passenger services.

For the third time, the Kansas City Southern has asked the ICC for permission to discontinue its *Southern Belle* between Kansas City and New Orleans. The road offers the usual arguments about declining patronage and high operating costs.

For the second time, Southern Pacific is asking the California Public Utilities Commission for permission to drop the *San Joaquin Daylight,* which runs through the San Joaquin Valley between the San Francisco Bay Area and Los Angeles. "We are averaging only 75 passengers per trip, which isn't enough to fill two chair cars," says Robert M. Jochner, SP passenger traffic manager.

Rolland Noel, who has a Canadian Pacific run in Quebec, according to the CP magazine *Spanner* is "one conductor who does not believe in limiting his job to collecting tickets and seeing that the passengers are on the right train." Instead, his "cheerful, friendly, bi-lingual greetings make his riders feel at home. Sooner or later, Canadians and foreigners alike find themselves in the scenic dome listening to his answers to their queries, along with entertaining commentary on the historical and geographical aspects of the Quebec countryside." ●

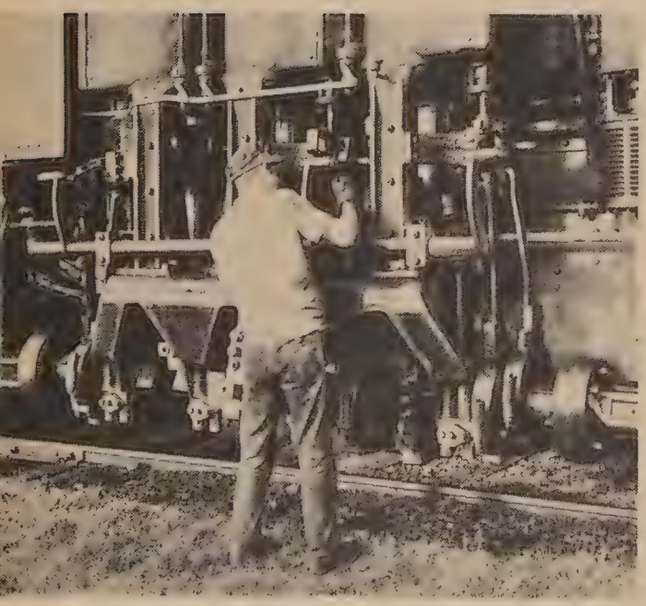
Railroad Magazine Visits

BEAR CREEK SCENIC RAILROAD

The Bear Creek Scenic is the tourist line over the Graham Country Railroad, operating between the Bemis Lumber Company of Robbinsville, North Carolina, and the connection with the Southern Railway at Topton. It runs exclusively with Shays, due to a 7 percent grade up the side of beautiful Nantahala Gorge. Often a freight, but not the passenger train, doubles the hill.

All photographs by Joseph Mannix, 33-18 161st St., Flushing, N.Y. 11458

Pretty Sandy Millsap serves coffee to Bear Creek General Manager Gilbert Foss in ex-Norfolk & Western diner.



Shay No. 1925 gets her working motion oiled. "Sidewinder" is the nickname given the engines because of the pistons and crank shaft.

It was big job rebuilding shortline-style track into a safe line for passenger use, but the work is completed. Here, finishing touches are added.

Early morning light filtering through the tall trees flickers on the flanks of Shay No. 1925 as she fights with freight up 7 percent grade from Southern interchange.

The train stops to let the passengers stretch their legs and enjoy the view of Nantahala Gorge. Few roads can boast such scenery.

RICHMOND LOCOMOTIVE WORKS

by William E. Warden, Jr.

Richmond Locomotive & Machine Works, circa 1900, was a massive building. Note billboard sided boxcar by girl at lower right.
Collection of Virginia State Library, Richmond, Va.

Established in 1865.
Richmond Locomotive and Machine Works
RICHMOND, VA.
SIX WHEEL LOCOMOTIVE WITH TENDER
A&S
FLOYD
BUILDERS OF LOCOMOTIVES,
Standard and Narrow Gauge, for every variety of Service.
POLE ROAD LOCOMOTIVES & CARS, the Only Successful Device of the Kind Made.
ENGINES, STATIONARY AND PORTABLE. 12 to 300 Horse-Power.
BOILERS, STANDARD AND SPECIAL. 12 to 300 Horse-Power.
GAS, WATER, CREOSOTING AND OTHER HEAVY MACHINERY.
Catalogues, Specifications, Photographs and Estimates furnished on application.

1889 advertisement for Richmond Locomotive featured this Alfred & Sloan 2-4-0 named *Floyd*, built in 1887. She had a long distance between pilot wheel and drivers.
Collection of H. Reid, Box 5444, Parkview Station, Newport News, Va. 23605

COME back with us in time to the Richmond, Va., of the early 1900's. Stand on a bluff overlooking the city's Shockoe Valley. Instead of the vista of Greek Revival public buildings or a broad tree-lined avenue with many bronze and granite statues of war heroes that characterizes the old Confederate capital today, you behold two long rows of dirty, red brick buildings laid out in an L shape, you see and smell the soot-belching smokestacks that crown their peaked roofs and your eyes fall on tall, multi-paned windows in serried rows on the buildings' sides. Joining the two arms of the L is a small office structure of typically Victorian architecture.

Let's descend the bluff now, walk over to the buildings, and wipe enough grime off one of the window panes to peer inside. From the bright sun outside, we adjust our vision to the murky, clangorous, dirt-floored interior. We see a confusion of massive machinery, steel wheels, slabs of metal, and scaffolding. And there, looming huge and black in the middle of the floor, the superb forms of steam loco-

(Left) Yellow River RR. 2-6-0 narrow gage, for very light service. (Right) Basic Richmond Locomotive designed 4-4-0, also narrow gage.

All Richmond Locomotive catalog pictures from collection of Thomas Norrell

motives are taking shape; for this is the Richmond Locomotive Works, and the production of steam power is at its peak.

But for sheer numbers of steamers built, that great plant and its successor, the American Locomotive Company's famous Richmond Works, were never in the class with the giants like Baldwin, Lima, or even the main Alco plant at Schenectady, N.Y. Yet more than a few Richmond coalburners left a bright indelible mark on railroad history.

There were the 600-series Mallets of the Virginian Railway, for example, with 540,000 pounds engine weight, reputedly the largest steamers of their day. Alco publicity photos show a man seated comfortably inside each low-pressure cylinder of one of them.

These freight-haulers were so huge, says L. J. Peyronet, ex-toolmaker for Alco in Richmond, that their stacks had to be lowered several inches to clear some of the Virginian's tunnels and bridges in the West Virginia coal fields. But they could wheel a powerful lot of black diamonds up and down the sawtooth profile of the Mountain State. Other Richmond 2-8-8-2's, some built originally for the Norfolk & Western, worked the Virginian's mine runs until that road dropped all steam.

There were also the "monster engines," as the British *Railway Magazine* ecstatically referred to them. Mellin two-cylinder compound 2-8-0's with Stephenson valve motion, built for the Chicago, Cleveland, Cincinnati & St. Louis, the Chesapeake & Ohio, and other roads in 1899. One such engine, C&O No. 716, performed the then-incredible feat of hauling a 2300-ton train, unassisted, across the Blue Ridge and Alleghenies from Newport News to Chicago!

Another Mellin Compound 2-8-0 was displayed at Chicago's Columbian Exposition of 1893 and at the Paris Exposition in 1900. When this engine, affectionately called "The Tramp," wasn't being gawked at by sightseeers, she toured the country as a rolling advertisement for the virtues of Richmond Locomotive's wares.

Compound types, using patented features developed by C. J. Mellin, Richmond's chief mechanical engineer, were particularly favored overseas. The Swedish State Railway took delivery in 1899 of ten Richmond 4-6-0 compounds with 62-inch drivers and 185 pounds of boiler pressure. The last of these ten were scrapped in 1941. The Swedes also bought a like number of 0-6-0T simple expansion engines from Richmond. These were small by American standards: 48-inch drivers and only 8520 pounds of tractive effort.

Finland, Russia, and Manchuria also were customers. Engines for Manchuria had copper crown-sheets, recalls Peyronet, and some Japanese inspectors supervised their construction.

Among the most famous Richmond products were the first three Mountain types ever built. These were the 4-8-2's bought by the C&O in 1911-12 and numbered 316-318. After delivery, they had their main roads shortened and piston rods lengthened proportionally. According to Roy Anderson, a retired C&O machinist, the main pins were originally on the third set of drivers. This made the main rods unusually long and resulted in flexing, which in turn caused overheating of the crossheads and main pins. The C&O modified one of the engines at its Clifton Forge Shops, and the others were changed back at Richmond.

Furthermore, cities and towns of the 19th century needed more and better mass transportation. The increasing use of horsecars opened a vast new market for locomotive builders, who developed very light engines to replace horsecars on street railways. In the 1870's many locomotive works both in this country and in Europe were turning out street-railway motive power, especially steam motors, known as "dummies" from their boxed-in appearance. Fully enclosed for safety reasons, dummies were less likely than other engines to alarm horses pulling vehicles.

This field attracted Tanner & Delaney, which had much experience in building light machinery. Their street-railway engines were pictured in Richmond Locomotive Works catalogs of the period. Most loco builders enjoyed a brisk business during the steam-dummy era, which lasted about two decades, ending with the development of electric traction.

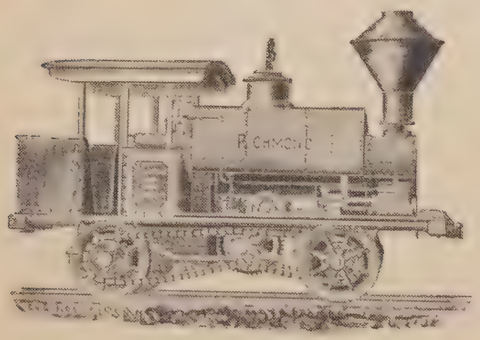
A few dummies survived many years after their use on street railways ended. One served a California logging road, another on the old Mammoth Cave Railroad in Kentucky. One or two dummies have been preserved.

Meanwhile, the lumber industry expanded greatly after the Civil War. Some of the logging tramways built in those days used poles instead of iron rails—that is, temporary tracks made of straight tree trunks cut to supply an even running surface and laid on heavy ties. Locomotive works, including Tanner & Delaney, built motive power, es-

Collection of Thomas Norrell

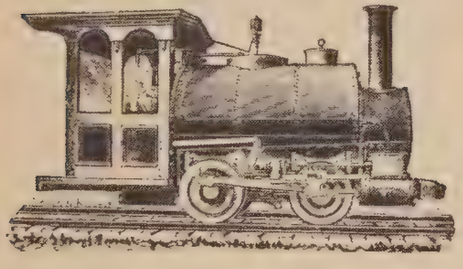
Light logging locomotive from the turn of the century was built by Tanner & Delaney. This company was later taken over by Richmond. Note rare builder's plate.

Richmond 2-4-0 narrow-gage passenger loco, capable of up to 40 mph speeds.

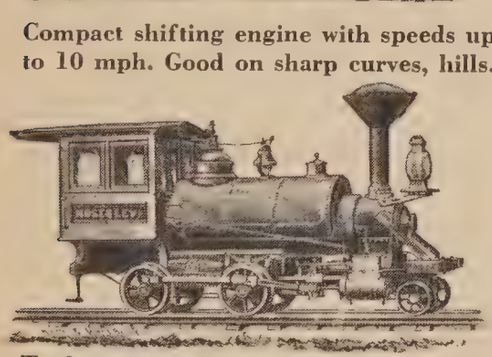


Former Tanner & Dalaney engine (so are next 5). Rare chain-driven pole loco.

Logging type which could run equally well on light rails or sawn timber track.



Compact shifting engine with speeds up to 10 mph. Good on sharp curves, hills.



Tank engine with fuel tender (not shown), A sporty job, available in many sizes.

General service with short distances not requiring a tender. Quite powerful.

pecially for those primitive railways. For such roads the wheels were grooved, instead of flanged, to fit the contours of the poles.

The history of the Richmond Locomotive Works can be traced back to 1865, the year the Civil War ended. The former "Rebel" capital was then mostly charred ruins, having been put to the torch that April in a vain effort to prevent its falling into Union hands. But Col. William E. Tanner, late of the Confederate Army, and Alexander Delaney, a local business man, had great optimism for their city's future. Together they organized the Metropolitan Iron Works in Richmond that year to manufacture steam boilers, stationary engines, and sawmills. And at about the same time, Tanner and another Richmonder, Jacob Ehbets, founded a used locomotive purchasing and reconditioning business, which, however was short-lived.

As the city gradually recovered from war's ravages, the Metropolitan Iron Works became properous, and in 1882 it was renamed Tanner & Delaney Engine Co. Then in 1883 a disastrous fire destroyed the original plant. Undaunted, the partners built a new and much larger plant on a twelve-acre plot in the Shockoe Valley, then just outside the city's eastern limits. They had bought this property two years earlier from a local millionaire, James Dooley, whose Italian Renaissance palace summer home still straddles the Blue Ridge Mountains near Waynesboro, Va., your author's home town.

In 1886 a line of steam locomotives was added to the company's business, but no available records tell who bought the first Tanner & Delaney locomotive nor what type she was.

The two engine builders borrowed heavily in the mid-1880's to finance expansion. Unable to repay the loans later on, they were ousted from company control late in 1887 by a group of Richmond bondholders, including Joseph Bryan, publisher of the city's leading newspaper. Delaney became a member of the Petersburg firm of Tanner & Delaney, which built light locos.

The Tanner & Delaney firm was then rechristened Richmond Locomotive & Machine Works—shortened in 1900 to Richmond Locomotive Works —and William Trigg became its president. The bemused Joe Bryan knew nothing of locomotive construction. "I woke up one morning and found I was principal stockholder of Richmond Locomotive," he used to reminisce. But in 1898 he succeeded Trigg as president of the Works. He served it well.

Richmond Locomotive continued to push its regular line of steam boilers and sawmills, but began advertising a variety of locomotives in the trade press of the 1890's.

Locomotive production in Virginia began in the 1830's. Dawn of America's railroad era opened a new field for iron works and iron workers. The English locomotives which powered America's first railways were soon joined by local creations. D. I. Burr & Son of Richmond, among the earliest American locomotive builders, turned out a few engines, followed by Philip Rahm of the Eagle Foundry and Talbott & Brother of the Shockoe Foundry.

During the 1850's Uriah Walls of nearby Petersburg built some 20 locomotives in his foundry and machine shops. In the same era Tredegar Iron Works of Richmond built more than twice that number. A noted builder, John Souther of the Globe Works, Boston, Mass., was a partner for a time in the Tredegar enterprise.

The Civil War ended locomotive building in the Richmond area, but tradition existed. There were skilled mechanics and draftsmen, plenty of unskilled labor, and a demand for motive power on railroads that served Richmond. Thus it was almost inevitable that locomotive construction should be resumed in that area.

Fire struck the Works again in 1891, destroying its boiler shop and much of the propulsion machinery then being built for the battleship *Texas;* but with vigor and determination the shop was quickly rebuilt. By 1893, the Works had more than 800 employees engaged in building locomotives and machinery. Greatly enlarged by Joe Bryan, it soon sprawled over 24 acres of the Shockoe Valley. The pattern shop alone covered an acre, while the noisy, cavernous, boiler shop was nearly as big. The company maintained its own fire department and provided health and accident insurance for all employees.

More than 5,000 Richmonders were then working for "The Locomotive Works," as they proudly called it. The shopmen were mostly local residents who walked or rode the streetcars to their jobs from such neighborhoods as Fulton Hill, Butchertown, and Church Hill. Many had been farmers or unskilled laborers but mastered their new craft quickly. In 1900 the Works boasted that it was the city's largest employer.

Locomotive building had become big business. In such an environment,

Southern's Richmond Locomotive Ps-4 No. 1401 at Alexandria, Va., 1961, being painted green prior to going on display at Smithsonian Institution.

H. Reid, Box 5444, Parkview Station, Newport News, Va. 23605

lesser concerns had little chance to survive. Baldwin was the giant. Competition among smaller builders was keen.

Hence, in 1901, Richmond Locomotive merged with eight other engine works, including such venerable names as Brooks, Schenectady, Manchester, and Cooke, to form the great American Locomotive Company. Richmond still kept its corporate identity but operated as a wholly-owned subsidiary of Alco.

At that time Richmond was tooled up to turn out almost 250 steam locomotives a year. In fact, by 1901 it had shipped a total of just about 1,000 steamers.

By 1926, except for Richmond and Brooks, the young giant Alco had closed down all the original plants involved in the 1901 merger, plus several others acquired later, and concentrated its locomotive building in Schenectady. Much credit for keeping Richmond in the locomotive business and for shaping its destiny must go to Columbus K. Lassiter, Richmond's able vice president of manufacturing under Joseph Bryan, who later became an Alco vice president.

Born in 1866 at Suffolk, Va., Lassiter at age twenty owned a flour mill, which he gave up to work for Tanner & Delaney as a $60-a-month timekeeper, reasoning that locomotives offered a brighter future than flour. His forte was mechanical design. He also had a drive, a resourcefulness, and business acumen matched by few men in the locomotive industry.

Shortly after hiring out to Tanner & Delaney, he became cost accountant there. While on this job, he found that 15-inch bolts were costing the firm 15 cents each, a price he considered excessive. When company officials told him that a cheaper bolt was impossible, he redesigned the screw machine which turned out these parts, and the bolts tumbled in price to less than a cent apiece.

The pivotal event of Lassiter's career occurred in his cost accounting days, when he was asked to check the estimate for 100 locomotives being bid for the Egyptian State Railway. He soon found out that, if the bid had been accepted, the Works would have been bankrupted! A number of engine parts had been left out of the cost estimate, including the driving wheels.

This discovery quickly came to the attention of the then-president, William Trigg.

"How do you, working here in the office, happen to know so much about machinery?" the amazed Trigg demanded of Lassiter.

"Because I'm a mechanic," said the tall, husky, young accountant.

"Why didn't you say so before?"

With that, Trigg put him in the manufacturing end of the business, and his rise to vice president was rapid.

As vice president of manufacturing, Lassiter's commitment to getting out production was total. When some critical engine part was needed in a hurry, he would send an employee to fetch it personally—sometimes with it tucked under a cozy Pullman berth but more often with the part and the messenger riding an express car.

Once Lassiter desperately needed a rear frame casting from a St. Louis firm. The only car available in St. Louis that could get it to him quickly enough was an express car full of thoroughbred horses. Somehow the vice president managed to get the car's equine occupants evicted, and soon the big iron casting was speeding eastward in style.

Under Lassiter's direction, the Works began turning out many locomotive parts and accessories that it had previously bought on the outside. A separate foundry was set up. "Lassiter also had sub-contractors do engine

Richmond-built Virginian Ry. 4-6-2 working train No. 3 at Roanoke, Va., 1955. Express provided most of this train's revenue.
William E. Warden, Jr., 1215 Shamrock Lane, Waynesboro, Va. 22980

machining and fabrication under their own roofs on a piecework or bonus system. Thomas Green, who worked as a pipefitter under Lassiter from 1922 to 1927, while still a teenager, explains how the system worked:

"The pipe shop got a certain amount of money for their part of the job of piping locomotives. For example, if the shop made $3,500 a week, the men who held the contract would deduct guaranteed salaries of all pipe-shop employees, keep 20 percent of the excess for themselves, and divide the rest among the shopmen."

The "contract" system was widely adopted in American loco works, including Baldwin.

Sometimes Green's wages plus the bonus amounted to $100 a week, which was a princely sum in the hard currency of the era, especially for a lad not yet old enough to vote.

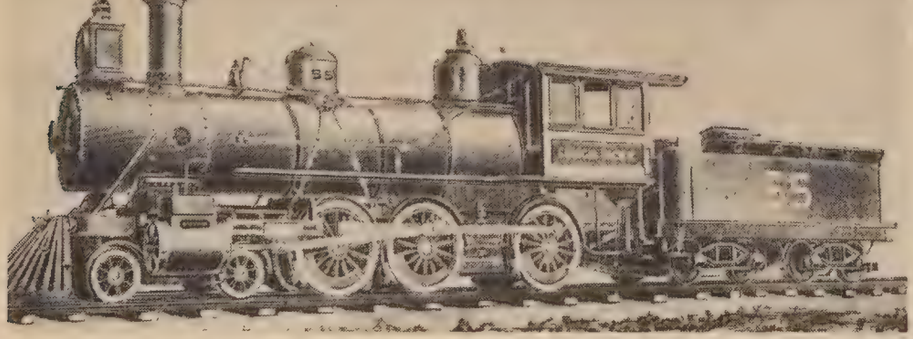
When World War I broke out, Lassiter negotiated the first contract in the United States for supplying munitions to the Allies. In just 90 days he converted the huge Richmond Works from building steam engines to turning out three-inch shells. Production eventually reached 6,000 shells a day. But for some reason unknown to us, Richmond's munitions manufacturing was halted entirely after this nation entered the war.

Resuming locomotive construction in 1918, the Works delivered some notable 2-6-6-2's to the old Hocking Valley Road and the C&O in that year. By this time Lassiter had been reassigned to Alco's offices in the Hudson Terminal Building in downtown New York. His transfer was regarded favorably by the men in the Shockoe Valley. They reasoned that their former boss now would be in a better position to thwart any Alco plans to close the Richmond Works.

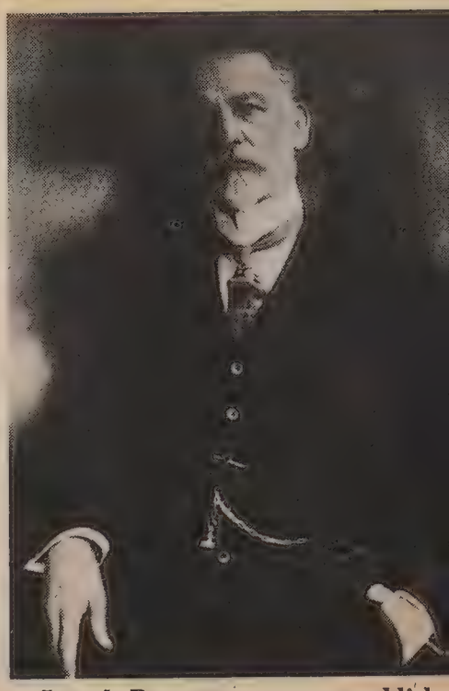
The early 1920's were busy years at Richmond as a series of outstanding designs rolled from the erecting floor, including the Southern Railways' famous Ps-4 Pacifics. The Virginian took delivery of six Richmond 4-6-2's in the autumn of 1920 to power its miniscule passenger service. All of these engines were still intact and were handling Virginian's "varnish" trains No. 3 and 4, between Norfolk and Roanoke, as late as 1956.

Always a good customer, the C&O took delivery of 114 Richmond 2-8-2's in 1924 alone, engines that bore the cluttered smokeboxes typical of C&O power. Fifty of them sported tenders of 21,000 gallons and 25 tons capacity, almost as large as the tenders of the road's 4-8-4's that Lima built two decades later. The C&O also received five

Collection of Virginia State Library, Richmond, Va.
Late 1880's Richmond Locomotive catalog showed Georgia Pacific ten-wheeler (left) and noiseless street motor (right).



Norfolk & Western's Richmond-built 2-8-8-2 No. 2083 shifts cars on the Blue Ridge grade in 1957, just thirty years after the Y-4 left the erecting halls. Today, the halls and Blue Ridge are silent to the sounds of steam. Photograph by the author



Joseph Bryan, newspaper publisher and Richmond Work's president. Collection, Virginia State Library

Virginia PA class 4-6-2 working train No. 4 at Norfolk Va., back in 1951. That fireman is really earning his cigar! Photograph by H. Reid

Virginian's Richmond-built No. 215 eases into Roanoke station with bobtailed passenger train No. 3, in July, 1955.
Photograph by the author

Chesapeake & Ohio liked locally built power at times. Here, Richmond 4-8-2 No. 543 tops hill with crack train.
C. W. Witbeck, P.O. 2501, W. Jackson, Miss.

4-6-2's from Richmond in 1925; these were later converted to 4-6-4's.

But Columbus Lassiter resigned in 1922, and Alco's corporate policy strongly favored centralization. The end came in 1927 for the plant that had so long borne his stamp. Unquestionably, it would have come sooner had a lesser man been Alco's vice president. The Richmond Works was shut down in January of that year, reopened in the spring, and run for several months before locomotive building in the old Confederate capital ended forever. The corporate structure of Richmond Locomotive was dissolved two years later.

The last engines it built for a major road were ten class Y4 2-8-8-2's for Norfolk & Western. These 567,000-pound behemoths were still climbing the Blue Ridge and nosing into remote West Virginia hollows almost until the day the N&W went all-diesel.

The final loco to leave the Shockoe Valley shops is said to have been an 0-6-0, No. 60, built for Alabama State Docks Commission.

Not many Richmond engines are extant. One is C&O 2-8-0 No. 701, preserved in a park at Covington, Va. Louisville's Kentucky Railway Museum holds No. 2152, a Richmond 0-8-0 built under the U.S. Railroad Administration for the Louisville & Nashville. And the Smithsonian Institution in Washington, D.C., displays a gleaming green and gold Southern 4-6-2 from Richmond, this being among the world's largest indoor museum exhibits. These oldtimers are well worth visiting.

Only three Richmond steamers, to our knowledge, are presently in operating condition: 4-6-2 No. 578, delivered to the N&W in 1910 and given by that road to the Ohio Railway Museum in 1959, and a former Florida East Coast 4-6-2, built in 1920 and now the property of the tourist-hauling Black River & Western Railroad at Flemington, N.J., and the Southern's recently-acquired 2-8-0 No. 630, formerly No. 207 of the East Tennessee & Western North Carolina.

Only one or two of the old shop buildings have survived; they now belong to the Richmond Engineering Company. Richmond-bound travelers aboard the C&O's *George Washington* can see these brick relics of the steam age just before their train enters the venerable Main Street Station.

But a few of the Richmonders who once built the engines are still around: oldsters like riveter Everett Grant and machinist H. L. Garrett. For them the locomotive business was their Great Adventure. Listening to them talk as summer shadows lengthen, you can shut your eyes and relive the years of their glory.

You are with these men in the steamy cacophonous shops. You hear the clunk of the huge hydraulic riveting machine fabricating mud rings and the staccato blows of a steam hammer shaping white-hot billets of steel into side rods. You smell grease and steel and smoky fires. You watch the 40-horsepower planer throw chips as thick as a man's thumb from the emerging engine bed of a Virginian Mallet or gape in slack-jawed wonderment as an overhead crane effortlessly carries the engine bed to another machine.

You see workers everywhere—purposeful, prideful, sweaty, greasy men—and, like them, you are tempted to agree that "Richmond built the world's best locomotives." ●

Photograph by the author

This Richmond-built, ex-N&W Pacific is occasionally used at the Ohio Railway Museum. Last of her class extant, would she look good on a mainline fantrip!

Interesting Railfans No. 81
ROY D. GRAVES

by Freeman Hubbard

Roy D. Graves today, relaxing with his two pet dogs, Chadwick and Amy.

SEVENTY-ONE years ago, around the time that a cocky young boomer trainman named Bill Knapke was boarding a train en route to Cuba for military service in the Spanish-American War, Roy Graves was a bashful, skinny kid of ten in short pants spending a vacation with his family in San Anselmo, California.

Clutching an Indian penny in one hand, the future No. 81 of our *Interesting Railfans* entered the only store in the junction village, just across the street from the small depot of the narrow-gage North Pacific Coast Railroad. Maybe he bought an all-day sucker or some horehound drops, he doesn't remember for sure. Anyhow, he had a rendezvous with Destiny.

In the little store he met Ethel Walsh, age 8, a coquettish miss with dark pigtails, blue eyes, and red-apple cheeks. You couldn't call it a case of love at first sight. But the two children did become fond of each other. Later, when Roy grew old enough to fire for the North Shore Railway, as it was called then, he would rest his scoop briefly on the engine-cab deck as the train passed Ethel's summer home in San Anselmo, and he and the girl would wave joyous greetings.

One Sunday in 1907, Roy had a day off and took Ethel for a train ride over the railroad he worked on. The Cazadero passenger train was making good time along the Tomales Bay shore, its flanges screeching against rails as the cars lurched around sharp curves. A woman passenger asked Conductor Bellows if the train wasn't running too fast for safety.

"Oh, no," he said. "We're just making up a little lost time, lady."

Almost immediately afterward, with a great bump and crash, the entire train jumped the rails, the engine and baggage coach being flung to the water's edge; but nobody was hurt. Roy helped Ethel out of a teetering car and went ahead to check the engine crew.

He found the hogger, Dave Riley, calmly sitting on the rail and reading the comic section of the morning newspaper, and Roy asked in surprise: "You don't seem very much upset over what's happened?"

"No use worrying," the engineer said. "I know my pay check will be waiting for me in Sausalito."

In 1910 Roy and Ethel got married. Possibly other oldtime readers of this magazine can boast of having had the same spouse continuously for more than 59 years, but the list can't be very long. Roy and Ethel live in San Francisco at 1201 Moraga Street. They have two grown children, Norbert and Jeanne; two grandchildren, and two great-grandchildren.

Roy made his first train photo, North Shore engine No. 2, as a child when his dad was a conductor on the railroad. He now has about 57,000 railroad shots, obtained from various sources, that will eventually be added to the Bancroft Collection at the University of California.

Now let's go far back in time. On Columbus Day, 1849, a pioneer named Hiram T. Graves stepped briskly off the sailing ship *Belvedera* as she docked in the roistering, gambling, red-light town of San Francisco. He was glad to be on dry land again. The sturdy, bewhiskered gentleman, who eventually became Roy's grandfather, had journeyed all the way from New York by sea around Cape Horn. He didn't go by transcontinental railway because the golden spike wasn't driven at Promontory until 20 years later, and he couldn't wait that long.

Both of Roy's parents were born in San Francisco. So was Roy himself, on March 21, 1889, within a few yards of one of the city's cable-car powerhouses. At that time and up to 1902 his father, Hiram A. Graves, worked for the Pullman Palace Car Co., first as a conductor and then as assistant superintendent for the Pacific Division. After that, he "conductored" on the NPC, which later became the North Shore and was in 1907 taken over by

All photographs from collection of Roy D. Graves

San Anselmo station of North Pacific Coast Railroad in 1898. Across the street from it, Roy Graves met his future wife in a candy store. She was 8 then; he was 9.

the Northwestern Pacific. His brother Hank was killed while working for the California Western as a trainman.

In 1905, at age 16, Roy became a machinist helper at the Sausalito shops of that line. He recalls that one of the jobs he worked on there was the conversion of freight engine No. 13 to oil-burner. On March 30, 1906, the youth went out on the road as a locomotive fireman. Two other important events happened in that year: the San Francisco earthquake and fire in April and the first appearance of *Railroad Magazine* on the newsstands in October.

One result of the earthquake and fire was a shutting off of fuel oil supply for the North Shore. "Three of the old woodburners had been retired and were rusting out behind the shops, engines 4, 7, and 11," Ted Wurm writes in the book, *Narrow Gauge to the Redwoods*. "These were quickly steam-cleaned and greased and shoved back into service burning cordwood. Roy was firing the 4-spot on her first run, a trip over White's Hill and out to the old, forgotten spur at Shafter's. Here was a string of flatcars loaded with cordwood for the three old engines. Until oil supplies were made available several weeks later, these three carried on the work of the narrow-gauge portion of the North Shore Railroad."

Roy continued firing on the NS until August 7, 1907. His only other railroad jobs were firing Shays on the Mill Valley & Mount Tamalpais Scenic, sometimes called "the world's crookedest railroad"; firing for three weeks on the Santa Fe until the under-age limit caught up with him, and as a Southern Pacific hostler at West Oakland.

Then, reversing Commodore Vanderbilt's record, he turned from rail to marine interests. Hearing that the Key Route electric rail line was hiring firemen for its ferries, Roy applied and got a job there. In 1912, with a marine engineer's license, he was set up as an engineer on the steam ferries.

After the outbreak of World War 1, he worked as engineer on coastwise steamers and on some adventurous voyages towing log rafts from down the Columbia River to southern California. Late in 1918 he became chief engineer for a ferry company, the steamer *Issaquah* being one of his charges.

Alvin C. Graves of San Leandro, Calif., tells us that his earliest recollections of Roy, his uncle, date back to the latter's running the *Issaquah*, on which Al's father was a fireman.

"I will always remember," he says, "one day fifty years ago when the USS *California* was launched at Mare Island Naval Yard. I watched the launching with him from the deck of the *Issaquah*. It was a memorable experience."

Roy as an engineman in June, 1906, oiling around North Shore 2-6-0 No. 13.

On Christmas Day, 1919, when the *Issaquah's* drive-shaft broke, resulting in the loss of a propellor, Roy toiled so many hours getting another boat that he nearly collapsed from exhaustion. For 11 years he was chief engineer on large towboats that towed barges filled with fresh water from the Sacramento and San Joaquin rivers to a sugar refinery at Crockett, Calif., and also, during the summers, water piped from lakes to a San Quentin wharf. Still later, he worked as a stationary engineer in the San Francisco Opera House and other buildings, and for more than 17 years was a drawbridge engineer. At age 70 he retired.

"Since then," he informs us, "I have been self-employed as a camera man. Am the official photographer for The Society of California Pioneers, doing photo work for their library and filling orders for pictures."

Rails are by no means Roy's only interest. He maintains and is constantly enlarging extensive albums of photos on shipping, ferries, cities in the Bay Area, old saloons, early buildings and homes, parks, churches, and so on. And he is never too busy to help even total strangers.

Says Elliot Evans, curator of The Society of California Pioneers: "For years Roy has been *the* photographic staff of this Society's huge collection of priceless black-and-white negatives. I remember one photo, important but faded so badly that it seemed hopeless. He made a new negative from it and prints showing minute details!

"Another example was a daguerrotype, likewise important but blurred

Roy as a fireman (right) stands beside the Mill Valley & Mount Tamalpais Scenic Ry. in July, 1907, at summit of Mt. Tamalpais.

by damp and cold. From it, thanks to Roy, we now have a good portrait. According to him, if there is anything at all left of a picture, it is possible to get more details than you can see."

Mrs. Helen S. Giffen, librarian for that same Society, tells us: "Roy Graves is our best possible source of knowledge in identifying pictures of old San Francisco. His recollection of the city of his boyhood is fabulous."

On 80th birthday March 21st, Roy sits beside his wife, Ethel, while their son, Norbert, daughter, Mrs.Ferrari, look on.

Roy's memory is uncanny. People flock to his place to have photos identified and events clarified. Nothing gives him greater pleasure than to pinpoint a historic photo that has been bugging someone for years. Besides pictures, his collection of railroadiana includes memorabilia and data. He has passes on dozens of now-defunct railroads and streetcar lines, rail spikes, medals, signals, posters, coupling pins, lanterns, etc. The facts are in his mind, which includes a memory with a fantastic recall. For such research, you'd expect a college-trained historian, not a man who, like Roy Graves, did not even complete grade school.

Our hero was one of the original seven men who founded the Pacific Coast Chapter of the Railway & Locomotive Historical Society in Oakland on June 10, 1937, and is the only charter member left on the chapter's rolls today. For four years he served as curator of the Marin County Historical Society's museum in San Rafael, California. Last year he received the California Historical Society's "Award of Merit" for his valuable contributions to the state's history.

Some years ago, his nephew, Al, had a photographic darkroom in his home and a collection of railroadiana. The two men often exchanged visits, went over their pictures, and traded many of them. Roy also helped Al to put together two books. If it hadn't been for him, those books would never have been published. That goes, too, for some other authors of books on California history. We could list at least twenty hard-cover books, including five by Lucius Beebe and Charles Clegg, for which Roy Graves supplied photos and other material.

"None of us in our right minds would think of doing a book on the Bay Area without consulting him for names, dates, places, and pictures," Beebe wrote. "He is a bottomless repository of accurate information."

Railfan No. 81 is of average height and has clear brown eyes. Like most railfans, he does not smoke. He began reading this magazine when his father brought home our very first copy in Octobor, 1906, and still likes it.

At Roy's eightieth birthday celebration March 21st, Frank Ryken was among the guests. Roy and Frank started going to kindergarten at the same time away back in 1894 and have been good friends ever since. We don't know of any other friendship that has lasted for 75 years. ●

IN SEARCH OF STEAM *with Mike Eagleson*

HERE is a unique opportunity for anyone interested in the steam tourist business. You can buy two practically identical 0-6-0T Porter locomotives. Former Brooklyn Eastern District Terminal tank engines 12 and 16, now for sale, are economical to operate, are small, and can negotiate any track that a 40-ft. boxcar can, turning in 250-ft. circle.

Mike Eagleson

Each is less than 30 ft. long, weighs 50 tons light, and 64 tons in working order with the capacity of 1200 gals. of water, and 500 gals. of bunker C fuel oil. Since all their weight is on the drivers, (the center one blind), a substantial 25,000 lbs. tractive effort is achieved.

No. 12, built in 1919, and No. 16, built in 1923, have many interchangeable parts, 18 x 24" cylinders, and are very much alike except for the tanks. They come with over 4 tons of hard-to-find spare parts—staybolts, pistons, generators, journals, and the complete set of boiler records. Contact Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932, for details and a New York area inspection.

Ron also is selling his 1898 Cooke-built steam rotary snowplow from the Long Island Rail Road. It is in fine working condition, and has put in only an estimated 1,000 days of operation since its first big snow job, featured in Ron's book, *Steel Rails to the Sunrise*. The plow, still in flue time, features a Camelback boiler, Belpaire firebox, and Pennsy H-9 tender, and spare blades.

Originally, it had a wooden body, but that was replaced with steel when displayed at the 1940 World's Fair.

Alabama By-Products Corp. has just donated its two 0-6-0 steamers to the Heart of Dixie Railroad Club, of Birmingham, Ala. They were built by American in 1942, and Lima in 1944 as U.S. Army power. The club hopes to fire up the Lima loco, which is in good condition, but the American needs a tender, some parts, and work.

Former Great Western 2-8-0 No. 75, which operated over the Salt Lake, Garfield & Western in Utah during the Centennial week-end, may go to a proposed tourist line. The railroad in mind is the Rio Grande's Aspen branch, abandoned from Woody Creek to Aspen, Colo., 8.7 miles.

Virginian Railway 0-8-0 No. 4, class SA, on display at Princeton, W. Va., since May 1957, has been presented to the Roanoke (Va.) Transportation Museum.

Canadian National 4-6-4T No. 46, long owned by H. J. O'Connell of Dorval, Quebec, has been sold to a scrap dealer in Ville La Salle, who plans to display her.

Ex-Toronto, Hamilton & Buffalo 0-6-0 No. 40, recently owned by the Steel Co. of Canada (Hamilton, Ont.) —which torched many of her kin— now belongs to Ottawa Ry. Museum.

Hillcrest Lumber Co's. three-truck Climax No. 10 is now the property of Terry Fergusson, age 19, who hopes to operate the 1928 engine on a section of Canadian National track around Victoria, B.C. The logging company reportedly turned down several higher bids for her from people in the States; they wanted her kept in Canada.

For the first time in years, the U.S. can again boast an operating articulated. The Puget Sound Railway Historical Assn. at Snoqualmie, Wash., fired up its Weyerhaeuser 2-6-6-2 No. 6 last May on their museum site. As to future plans for excursion operation, we don't know. Thanks to L. W. Brannan of Bremerton, Wash., for this news.

Add to your lists of operating steamers: Chesapeake & Ohio 4-6-0 No. 377, F-11 class. A new group of enthusiasts incorporated as the Toledo, Lake Erie & Western RR., started this summer operating on week-ends over the 8-mile Toledo, Angola & Western near Ottawa Hills, Ohio. Unfortunately, the preservationists chose to present the classic ten-wheeler built in 1902 as a "restored 1880 antique." She had been based in the C&O Huntington, W. Va., roundhouse for years, and only ventured out on the line dead for historical displays.

Canadian National 0-6-0 No. 7470, owned by Dwight Smith, is undergoing repairs. She is located at PTCo. enginehouse, off Rigby Rd., South Portland, Maine. Dwight is having several volunteer help work sessions, aimed at restoring the exterior of his O-18c class.

Middle Fork Railroad of Ellamore, W. VA., may run with steam again! Climax No. 6 is being repaired, but more assistance is needed to start a new tourist road. They are selling stock to finance a proposed opening date of 1970. Contact Robt. L. Johnson, C/O Middle Fork RR., Ellamore, W. Va. 26267.

T. R. Miller Co., of Brewton, Ala.,

Operable Long Island RR. steam rotary.

is now using their 2-6-2, No. 101, as a back-up engine when their regular diesel breaks down. They generally run her once or twice a month to keep her in shape. Those interested in knowing when it will run next, send a postcard to Gene Hudson, T. R. Miller Co., Brewton, Ala. *But please send no letters or questions to be answered.*

Mobile & Gulf Railroad of Brownville, Ala., is still running its 2-6-0, No. 97, several times a week but she may not last too much longer. Those interested in seeing this last steam shortline should not delay.

Get ready in October to see Allan Pegler's 4-6-2, No. 4472, on tour from Boston to Houston. We will publish a complete tour schedule next month. *Flying Scotsman* shouldn't be missed.

An 1882 Porter 0-4-2T from California has been bought by Robt. R. Walton, 1745 Sharon Pl., San Marino, Calif. 91108. He is looking for a Porter catalog from the period in which to base a proper engine restoration. A xerox copy would be fine.

The future of the wonderful Union Pacific 4-8-4 is something which the railfan world is awaiting to learn. Some say she will be retired, stored, sold, and even might go to Steamtown. The only thing fairly certain is that the road won't scrap her. The other UP display engines also are in doubt as to their eventual preservation. The last known run of No. 844 is slated for Sept. 7th. We all hope this will not be the end.

Ex-BEDT locos available for museum.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***How does the latest U.S. total rail passenger revenue compare with the peak figure in World War II?***

In 1944 the total reached $1,790,-305,000 but last year only $444,334,-000. It has dropped steadily every year since 1944, except for a slight rise in 1956. Last year's total comprises: commuter trains, $153,100,000 (an increase over the previous year); other coaches, $245,221,000; and parlor and sleeping cars, $45,754,000. Total decline in Eastern rail passenger revenue from 1967 to 1968 was only half the figure for the South and almost one-quarter of that from the West.

The over-all drop was due largely to highway and air competition, of course, but was accelerated sharply by the failure of most roads to offer good service and their deliberate scuttling of passenger trains in recent years. Passenger-train miles fell from 478,093,-000 in 1944 to 122,622,000 last year. We repeat: the railroads themselves are partly to blame for this debacle.

2 ***The news of Ted Gay's death saddened me. What became of his fine, large collection of steam negatives, prints, and movies?***

It saddened us, too. We knew Ted many years and liked him very much. Near the end of his life, aware that he had an incurable disease, Ted gradually sold almost his entire collection piecemeal to various fans and gave the money to his wife. You may have seen his final offers in our *Switch List* month after month. His widow will eventually sell the rest of it.

3 ***How much expansion is allowed for in welded rail lengths of 1500 feet or more?***

None. Rail braces are used to prevent the rail from buckling from temperature changes. This merely increases the strength within the rail.

4 ***Tell me about the Hoopole, Yorktown & Tampico. I came across its name in Lucius Beebe's book,*** **Mixed Train Daily.**

The 12-mile HY&T was covered in an illustrated feature in our July '40 issue. It was known as "The Pumpkin Vine" because it served agricultural communities in northern Illinois and because it twisted this way and that, crossing one highway three times, in order to please as many farmers as possible. Surveyed in 1905, it first bore the name Dixon, Rock Falls & Southern but never came within gunshot of Dixon or Rock Falls. Beebe's book carries a photo of its six-wheeled steam switcher, acquired from the Burlington in 1927 and retaining its original number, 1315, until the road itself was wiped out by highway competition in the early 1940's.

5 ***Did parlor cars ever run on overnight trains in U.S.?***

Yes, Bob Wayner tells us; on the Rock Island's *Twin Star Rocket* between Minneapolis and Houston; also on the Burlington's *Denver Zephyr*, and immediately after World War II when the Federal Government temporarily suspended some sleeper routes to provide Pullmans for returning service men. The New Haven's *Owl* used parlor cars for men, others for women.

6 ***I know that steam trains occasionally started brush fires, but did a diesel-powered train ever do so?***

We know of many cases. Just after the Ringling Bros. and Barnum & Bailey Circus had completed its engagement in Boston, Mass., and its colorful train was headed for Philadelphia, Pa. While rolling through southern Dutchess County in upstate New York, it touched off a series of trackside grass and brush fires. A special New Haven Railroad train assisted the local firefighters, but it took nearly three hours to put out the flames.

7 ***I am interested in your shortline rosters of various states. Do you have figures on total rail mileages by states?***

Yes. Here is the latest available data from the Association of American Railroads. (Miles operated jointly by two or more roads are not duplicated in this list.)

Alabama 4,579; Alaska 554; Arizona 2,052; Arkansas 3,611; California 7,485; Colorado 3,746; Connecticut 734; Delaware 292; D.C. 31; Florida 4,469; Georgia 5,474; Hawaii —; Idaho 2,668; Illinois 10,928; Indiana 6,488; Iowa 8,291; Kansas 7,871; Kentucky 3,529; Louisiana 3,807; Maine 1,679; Maryland 1,128; Massachusetts 1,520; Michigan 6,372; Minnesota 7,990; Mississippi 3,653; Missouri 6,414; Montana 4,937; Nebraska 5,498; Nevada 1,635; New Hampshire 815; New Jersey 1,789; New Mexico 2,225; New York 5,689; North Carolina 4,222; North Dakota 5,165; Ohio 8,031; Oklahoma 5,506; Oregon 3,091; Pennsylvania 8,477; Rhode Island 155; South Carolina 3,140; South Dakota 3,818; Tennessee 3,285; Texas 14,051; Utah 1,171; Vermont 770; Virginia 4,025; Washington 4,943; West Virginia 3,569; Wisconsin 6,006; Wyoming 1,848. Add 'em all up and you get 209,826 miles.

8 ***A recent editorial in*** **Electrical World** ***says that electrification of mainline U.S. railroads may not be too far off, adding that "such electrification, based on the rectifier locomotive and supplied from utility power systems at 60 cps, single phase, is practical from an engineering standpoint" and "is capable of hauling its load at higher speeds than a diesel." Please comment.***

Sy Reich replies: "It is a well-established fact, often demonstrated, that the out-of-pocket costs of operating a ton-mile behind an electrically-powered locomotive is cheaper than by any other commercial means. However, it is equally well known that the installation cost for the fixed plant part of an electrification is vastly greater than that for its nearest competitor, the diesel-electric.

"Thus it is a simple economic exercise to discover at what traffic density electrification becomes cheaper than diesel or turbine power. With a great number of railroads in the U.S.A., each of which is worked to only a fraction of its capacity, it is doubtful that electrification will ever become economically practical in this country so long as diesel fuel prices don't change and so long as the railroads must erect their own overhead wire or third rail.

"If any of these assumptions change, so will the electrification picture. If the Government (or the railroads), by

edict, should concentrate far more traffic on one line, electrification would become economically justifiable. Or if the cost of fuel oil should skyrocket, that, too, would economically justify electrification. Or if the power company (or the Government) should pay for the fixed plant of the electrification, the electrification would then become justified.

"Power companies will pay for the electrification fixed plant only when it is cheaper for them to use the railroads' rights-of-way than acquiring land of their own for running power lines, or when their installed capacity greatly exceeds their demand. I don't expect to see any of these factors panning out in favor of electrification in the near future."

9 ***Which North American railroads are using electric locos?***

Maybe some reader can add to this list: Canadian National; Ferrocarriles Nacionales de Mexico; Butte, Anaconda & Pacific; Milwaukee Road; New York Connecting, Pacific Coast, Chicago South Shore & South Bend; Twin Branch; Iowa Terminal; Hutchinson & Northern; South Brooklyn; Niagara Junction; Penn Central (including the former Pennsy, the New York Central, and the New Haven); and Yakima Valley Transportation. Also numerous mining and other industrial lines.

10 ***Do you have a copy of Edna St. Vincent Millay's "Travel"?***

Yes; it's a poem of the steam age.

The railroad track is miles away,
And the day is long with voices speaking.
Yet there isn't a train goes by all day
But I hear its whistle shrieking.

All night there isn't a train goes by,
Though the night is still for sleep and dreaming,
But I see its cinders red in the sky,
And hear its engines screaming.

My heart is warm with the friends I make,
And better friends I'll not be knowing;
Yet there isn't a train I wouldn't take,
No matter where it is going.

11 ***What is the locomotive inspection law and how does it affect the present-day operation of steam trains by railfan groups?***

Entitled "An Act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their locomotives with safe and suitable boilers and appurtenances thereto," it was approved by Congress on Feb. 17, 1911, and signed by President Taft.

All Aboard for a Wedding!

New Hope & Ivyland steam road was the host to the wedding of Martha Grace Bennett and Robert William Duke on May 17th. Mrs. Duke's father, George Bennett, who has charge of the line's passenger operations, wore his conductor's uniform but with a non-regulation black bow tie and carnation. The party traveled by train.

At first it applied only to boilers, but later was enlarged to cover the entire steam locomotive and still later "locomotives other than steam," even including commuter cars, high-speed trains, etc. This safety legislation was enacted largely as a result of pressure by rail labor organizations.

As originally passed, the law was an answer to some untenable conditions throughout the country which resulted in great loss of life and injury to railroaders and travelers. These conditions were due to boiler explosions, lack of proper maintenance, and unsafe practices generally. That the law was well written and well administered was attested to by an immediate decrease in accidents, particularly boiler explosions.

To implement the law, 55 rules were adopted. These rules set minimum standards for which the railroad was held strictly accountable for all "locomotives used, or permitted to be used on its line." That last phrase is of interest to railroad historical societies and other present-day owners or operators of steam locomotives. It explains why such locomotives must meet the same standards of design and maintenance as are required for railroad locomotives generally. The rules do not apply to locos on private rights-of-way that do not connect with other lines and thus are not under ICC jurisdiction.

As a basis for determining the strength and suitability of locomotive boilers, Rule 54(a) requires that a specification card, ICC form No. 4, containing the results of the calculations made in determining the working steam pressure and other necessary data, be filed with the director of locomotive inspection for each boiler.

As part of the legal document, for that is what the specification card amounts to, a copy of the latest form No. 3—annual locomotive inspection and repair report—is incorporated. This report shows, among other items, the date of last flue removal, last jacket and lagging removal, and last flexible staybolt cap removal.

When completed, the annual inspection card, a copy of which is displayed under glass in the cab, becomes a license to operate the locomotive until the next periodical inspection is due. Thus, it will be seen that a continuous record is maintained from the time the boiler is first put into service until it is eventually scrapped—or sold to a non-railroad owner—and the condition of the boiler is positively known at all times.

The enormous task facing America's railroads in determining the details of the boilers on some 38,000 locomotives that were existing when the law was passed can well be imagined. In many cases it was necessary for flues to be removed to permit internal inspection. For many—probably most—locomotives, no authentic or up-to-date drawings or records were available. This condition exists occasionally at the present time.

Any group in this country that operates a steam fantrip needs a locomotive operating license from the U.S. director of locomotive inspection. For this information we are indebted to H. W. Chandler, writing in *Smoke & Cinders,* publication of the Tennessee Valley Railroad Museum, P.O. Box 44, Chattanooga, Tenn. 37401.

Running Extra

Answer to Herbert van Giesen's request for info. on the San Pedro, Los Angeles & Salt Lake comes from Hugh F. Stephens, Caldwell, N.J.: This road, running between Utah and Los Angeles with about 1,076 miles of track, was owned equally by the Union Pacific and the Oregon Short Line; is now part of the Union Pacific system. During the steam era it used oil burners with Vanderbilt tenders.

Hugh also supplies info. for two other readers: (1) Sylvania Central Ry. was incorporated in Georgia in 1903 as a successor to Sylvania Central RR. It operated 14.65 miles of standard-gage line between Sylvania and Rocky Ford but is now abandoned. (2) Manufacturers Ry., chartered in Missouri in 1887, is a terminal and switching line. It owns and operates about 30 miles of track at St. Louis, connecting with other roads in St. Louis, Mo., and East St. Louis, Ill.

A reply to Clark Gabriel's comments on Boston & Maine articulateds (July issue) comes from Dick Hanschka, Bloomfield, Conn.: "Few articulateds ran in New England. So far as I know, no 0-4-4-0 ran there at all. B&M had two articulateds: No. 800, 0-8-8-0, operated at Mechanicville, N.Y., and 3003 (later 1274), 2-6-6-2, ran on line to Portland, Me."

Our June department said the SP's trestle across Great Salt Lake had been filled in. "It hasn't," contradicts Scott Schiechl, San Francisco. "Ten years ago SP completed a $39 million fill about 1,000 feet north of the trestle. The latter is still used occasionally but is sinking and often needs repair."

Wanted by Lloyd Graham, P.O. Box 311, Coquille, Ore. 94723: address of Hamilton watch factory and short history of the Chicago, Milwaukee & Puget Sound.

"The Erie Lackawanna recently began using a 24-hour clock; what other railroads are doing it?" asks David Haynes, 401 W. Main St., Endicott, N.Y. 13760. (Two others are the Canadian National and Canadian Pacific.)

Regarding the Winston-Salem Southbound Ry. from an earlier *Information Booth,* Gordon S. Ramsey, 408 Adena St., Pasadena, Calif. 91104, recalls the following. "I believe the diesels were built in 1957, not 1947, as the line remained in steam until that date. The steamers consisted of ex- N&W and ACL 2-8-0s, 2-8-2s and at least one ex-N&W 2-6-6-2. Also, it owned two 2-8-2s, nos. 300 and 301. These were near duplicates of ACL class M-2."

Adding to the story of the naming of the town of Tenino, Wash., is this item from Jeff Kovacs, 982 Spa Spring Rd., Perth Amboy, N.J. 08861:

(1) Named after engine 1090; (2) Named after boxcar 1090, used for a while as the station; (3) Named after a surveyor's stake adjacent to the present town, bearing the numbers 1090; (4) A Northern Pacific man claims the town was named after Survey Station 1090; (5) another source says it might have come from Chinook Indian jargon meaning junction; (6) named after the Shakatian Indians. So, take your pick.

Taking exception to an answer in a recent issue concerning the lap position of a brake valve is engineer Bill Pennington, P.O. Box 478, Portola, Calif. 96122, who writes;

"Your answer is ambiguous. Lap position of the automatic brake valve is the same as lap in the valve of a steam cylinder, i.e., nothing goes in and nothing comes out. If this is true, then the engineman could not apply his brakes as you suggest, as it is the release of air from the brake pipe that applies the brakes, and in lap position nothing comes out.

"By the same token, he could hold his brakes applied if it were not for the natural leakage of the brake-pipe which creates an artificial application and keeps applying the brakes more and more. This will occur also in lap position without ever having made an initial application. So you can see how confusing it becomes. May I suggest an answer?

"This is one of several positions on the automatic brake valve, and when in that position air will be prevented from flowing from its source on the locomotive to the brake-pipe. It will also prevent air in the brake-pipe from escaping to the atmosphere.

"You might add that after an initial application to slow a train, the brake valve is placed in lap position, thereby holding the brakes to the degree they were first applied. However, due to brake-pipe leakage, they will continue

to apply more as the brake-pipe pressure is reduced.

"Newer brake valves have what is known as the flat maintaining position, or just maintaining position. A valve built into the brake valve itself will maintain the amount of pressure in the brake pipe to its initial reduction, and not allow them to apply more than what is intended."

"I am doing research on the old Kansas City, Clinton & Springfield. Who can offer information?" asks Allen D. Maty, 13508 Parker St., Grandview, Mo. 64030.

Fifty years ago, various railroads used interchangeable mileage credential fares. "Who can tell me about them," inquires A. Von Blon, 1208 Locust St., Muskogee, Okla. 74401. "I also want to know something about the builder's plates fastened to the rear axel of express hand trucks moved at depots."

"Who can give details on Kennebec Wharf & Coal Company's 0-4-2 No. 1," asks Richard A. Hoisington, 6 Park Ave., Derry, N.H. 03038. More recently, the KW&C used an ex-New Haven GE 600-hp. diesel No. 0910. "It was on the company's abandoned trackage up to a few years ago. Is it still there?"

General Insurance Exchange Agency has placed two ex-Wabash cars, Nos. 1398 and 1412, on a short piece of track overlooking the Ohio Turnpike at Boston Heights, Ohio. They have been remodeled by Norfolk & Western into business offices, but retain the flavor of private cars. The cars are on a private siding of the Lake Erie & Pittsburgh's branch of the Penn Central. The LE&P is now abandoned and the tracks have been torn up, so the coaches are stranded. The village of Boston Heights has filed an injunction in court to have the cars removed on the grounds that no building permit was obtained. Any reader who has had experience in this type of thing or can offer a solution, should write General Insurance Exchange Agency, Box 265, Northfield, Ohio 44067.

Brief history of the Erie & Pittsburgh (now part of Penn Central) is wanted by Robt. Smith, 712 S. 8th St., Coshocton, Ohio 43812.

"What type of special passenger trains ran this year in connection with the Kentucky Derby?" asks James Replogle, Jr., 325 Hillhaven Dr., West Carrolton, Ohio.

Commenting on Joe Easley's query in *Along the Iron Pike* (June), "Was this (Cincinnati, 1860) the first loco ever operated on a city transit line?", Stephen Renovich of Burnaby, B.C., Canada, writes: "On June 16, 1857, a steam loco named *La Guadalupe,* with two coaches, began running on a local transit line through Mexico City streets between Zocalo and Basilica deGuadalupe. The coaches were built in Philadelphia, Pa., but by whom? Who built the engine? I want photos of any locos that ran on Mexico City streets."

"The Niagara loco I am buying from the National Railways of Mexico weighs only 315 tons, not 500 as was reported, and I will not display her," writes Thomas H. Irion, 4641 Crestwood Way, Sacramento, Calif. Changing the subect, the Norfolk & Western has converted to some color-position-light signals, contrary to your item 10 in July issue. I personally observed such an installation at Roanoke, Va."

"Where can I get LS&MS pix and info?" asks H. Sydlowski, 3942 Euclid Ave., Chicago, Ill. 46312.

Brief history of Penna. & N.Y. Canal & Ry. (now part of Lehigh Valley) is sought by Howell Day, P.O. Box 301, Dunellen, N.J. 08812. Howell is a manufacturer of HO gage equipment. His letterhead shows inspection engine No. 300 of P&NY Canal & Ry., which was later rebuilt by LV as its No. 1 inspection engine. He has had delicate HO models of both locos built in Japan.

Kennebec Wharf & Coal 0-4-2T No. 1 used during the 1930's at Bath, Maine.
Collection of Richard A. Hoisington

We hear from Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138, who has a specialized interest in Camelbacks: "Williamstown & Delaware River 4-4-0 No. 4 was built in 1886 by Baldwin (construction No. 7837). In 1900 she became Atlantic City RR. No. 1004. In 1903 the Phila. & Reading rebuilt her to a 4-4-0 Camelback, No. 7, class D-1i, and in 1906 rebuilt her to class D-3k, still No. 7, and scrapped her in 1920. Was she a 4-4-0 Camelback when built new?"

Gleaming new medals, slightly larger than a silver dollar, have been issued by the Pacific Coast Chapter of the Railway & Locomotive Historical Society for the Promontory centennial. One side is a finely executed bas-relief of Colonel Savage's famous photo of 1869. On the reverse side we see buffalo crossing the track in front of a steam train. Franklin Mint struck these handsome medals. The Chapter is selling them through its treasurer, Don T. Thrall, 610 Arlington Ave., Berkeley, Calif. 94707, at $2 for bronze or $8 for sterling silver, both postpaid. ●

Blasting its way through Saltville, Va., with seven cars is ex-Norfolk & Western Olin Matheson Chemical Co. No. 11 2-8-0 on Sept. 5, 1960. The class G engine is now displayed at the plant with another loco.
C.W. Jernstrom,
822 Pelham Dr.,
Fort Wayne, Indiana

COLLECTING ANNUAL PASSES

BY THOMAS T. TABER

WHEN the first trains were run in America in the 1830's, the matter of who should get free transportation was probably not as hot a subject as it has been ever since. Some railroads, including New Jersey's Morris & Essex, stated that all original subscribers to their stock would be entitled to "Pass Free over the Railroad" as long as they owned the original stock during their lifetime. However, that bonus didn't extend beyond the stock sold before the railroad was built.

Since time immemorial, annual passes for free transportation have been part of the railroad way of life and they will continue to be as long as trains continue to carry passengers.

As a matter of tradition, every railroad in this country issues annual passes to its officers, directors, employees, pensioners, and their dependents. Some directors don't even live on the line, and never ride the regular passenger trains anyway, so the free transportation is of minor benefit to them.

Today, it is practically impossible to induce any railroad company to admit to whom it issues complimentary annual passes, beyond its bona fide employees. In these days when the Eastern roads are howling for public funds to keep their passenger trains running, it is understandable that they are loath to tell how many persons—who and why—are "freeloaders."

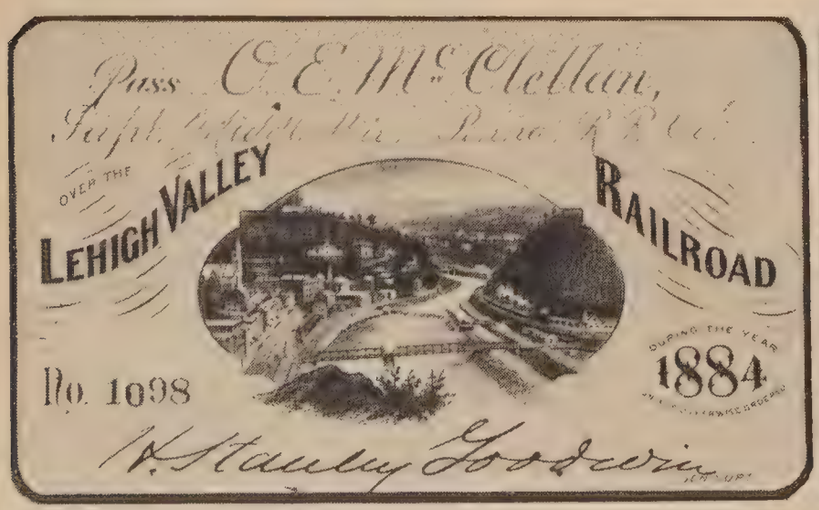
Whereas today an individual may be fortunate enough to be given an annual pass good on a single railroad, the benevolent State of New Jersey goes all-out on the issuance of annual railroad "certificates" (known to the common people as passes) which are good not only on a single road but equally acceptable on every railroad operating passenger service within the state.

In 1873, the New Jersey Legislature initially authorized the issuance of annual passes to 13 named officials, plus the Justices of the State's Supreme Court and judges of the Court of Errors, as well as members and officers of both houses of the Legislature. The law said that the passes were to be used "when traveling for the purpose of discharging the duties of their offices."

With the passing of years, the authorized list of those entitled to such passes has burgeoned enormously. In the present calendar year it is likely that at least 2,000 of these free passes will be issued—and at a time when public funds are required to subsidize the rail passenger service from which the free riders benefit!

Curiously enough, nothing prevents such free riders from using their annual passes for trips to the shore or racetracks; and who knows how many use them for journeys to and from work in no way related to state business—instead of buying monthly commutation tickets, as the common taxpayers do?

Some free riders even want to use their state passes on the new, reserved-seat *Metroliners* between Newark and Trenton, a mere 47 miles, although ample alternative service is available. Passes issued by the Penn Central are not honored on the *Metroliners*—and quite properly, as these new trains are intended for long-haul cash customers between New York and Washington, passengers who should not be denied seats because of free riders.



If all holders of the State of New Jersey's annual railroad passes could use them on the *Metroliners*, and if all should decide to take the same train, it would require about seven trains, each with a seating capacity of 300, to accommodate them. Little of the once-famed "Jersey justice" is shown in the use of the state's railroad passes and in the basis for which many are issued.

During the period from 1860 through around 1900, railroads vied with one another in issuing and exchanging annual passes, and many officials collected them as some people collect postage stamps. There was a good reason for this, as many of them were distinctive. In fact, the less-known railroads were apt to put out far more attractive and elaborate passes than did the large lines. Probably the small narrow-gauge Rio Grande Southern, of Colorado, during the days of Otto Mears in the 1890's, issued the most distinctive, unique, and (from the hobbyist's viewpoint) most valuable annual passes. Mears printed some passes on buckskin leather. Even more famous were his silver passes, which today are so rare that well-heeled collectors will pay up to $500 for a desired specimen.

Since most *aficionados* of railroading never get on the free pass list of any railroad (although, if you live in New Jersey and know the right people, you might receive a New Jersey State railroad pass), many fans are aware of the desirability of collecting annual passes, especially the more colorful and attractive ones dated before the 1900's.

Annual passes require very little storage space. When mounted in loose-leaf books under plastic page-protectors, they provide a fascinating study of railroad names, some of which have vanished from the memory of man. Often a particular railroad would change the design of its pass every few years, so the avid collector seeks to acquire "runs" of the passes of his favorite roads.

Incidentally, the same type of pass was issued for steamboat and steamship lines, horse-car railroads, hotels, transfer omnibus companies, and the express and telegraph companies. Needless to say, the Pullman and Wagner sleeping-car companies issued annual passes. So the collector has a great variety to choose from—if and when he can locate a source of old annual passes.

Today, with the rapid disappearance of old railroad names, due to mergers and abandonments, the collection of bygone annual passes takes on added desirability and significance. Also, the value of the older passes has sharply increased, and the end is not in sight. A few years ago, an annual pass of the 1870 era, in good condition, would be priced at about fifty cents. If it were something exceptional (but not the Mears silver passes) the asking price might be as much as a dollar, provided the seller knew the value of what he had to offer. Today, old annual passes in good condition are bringing from $4 to $6 each—or even more, if the purchaser wants the item badly enough to pay "top dollar" for it.

They tell a story up in Scranton, Pa., that back in the 1880's, William F. Hallstead, General Manager of the Delaware, Lackawanna & Western, was accosted by a farmer who asked for a trip pass, a free ride, from Clarks Summit to Binghamton. Mr. Hallstead was not of a mind to grant the request, so said to the farmer: "Look here, my man, suppose I walked up to your farmhouse and asked for a ride to town, what would you say to that?"

The farmer replied: "Well, if I was all hitched-up and going there anyway, I'd be a pretty mean man not to take you."

The story concludes with the farmer climbing up the steps of the coach, clutching an order from Mr. Hallstead to the conductor to pass him over the road.

The writer recalls that when he was riding a Lackawanna suburban electric train one day in about 1955, instead of presenting his commutation ticket to conductor John Sutton—the last of the old school, who wore a cutaway coat until he retired—he handed the conductor a Morris & Essex annual pass for the year 1855.

Mr. Sutton, who knew that the writer had a monthly ticket, anyway, was not fazed, and he said: "I haven't seen one of these in a long time—as a matter of fact, in a hundred years—but it sure looks good to me. You might want to get that pass updated in case you run across one of these kid-conductors who never worked back then."

The collection and preservation of annual passes can be a fascinating and rewarding hobby. The acquisition of them is more likely to be through the mail than by "chasing around all over Hell's Half-Acre," as we used to do to get photos of steam locomotives. It is well, should one tackle that hobby seriously, to obtain copies of *Poor's Manual of Railroads* at about ten-year intervals between say 1870 and 1930 (depending on the cut-off date of the collection) in order to check out the location and details of long-gone railroads.

The illustrations in this article represent a few fairly typical examples from the author's collection of some 5,000 different passes dated before 1900. It is to be regretted that their various attractive colors cannot be reproduced here. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Steve Maguire

IN INDIANA, the General Assembly recently passed—and Governor Whitcomb signed—a bill authorizing the Lake-Porter County Regional Transportation and Planning Commission to seek a Federal grant for buying modern, air-conditioned, passenger equipment to be leased to the Chicago South Shore & South Bend. The commission plans to ask the Federal Government for about two-thirds of the estimated $9 million required. The South Shore itself would finance the other $3 million.

Some 34 new cars will be needed. But before Uncle Sam will shell out $6 million, the local commission must complete its comprehensive master plan for the area. Funds would come from the U.S. Department of Transportation, but the grant would have to be approved also by the Departments of Labor and Housing & Urban Development.

This information was sent to us by an Illinois Central employee, Steve Scalzo, 12845 S. Hoyne St., Chicago, Illinois, who also tells us about experiments now in progress on old IC electric cars in preparation for new equipment that company is ordering:

"If you happen to be aboard car 1119 some day, notice how it seems to ride differently from other coaches when the engineer applies the brakes. Right away you will note that the stop is quieter and a bit smoother.

"Car 1119 has been equipped with an electro-pneumatic, hydraulic tread brake unit with high-friction composition shoes. This explains that odd-looking device in the vestibule. No, the old cars won't get new brakes. Our people are testing the hydraulic brakes in connection with planning being done for the new cars. The day when IC commuters will ride new cars is getting closer.

"Approval of the contract between the U.S. Department of Transportation and the Chicago South Suburban Mass Transit District by Secretary John A. Volpe gave the final green light to the project under which the district will acquire 130 new commuter cars for lease to the IC."

San Francisco cable car 509 is about to turn left. The switch is in the center of the block. From switch to corner, the straight track and turn track use a common rail.
Jim Belden, 3250 Fairesta St., La Crescenta, Calif. 91214

NEW ORLEANS buses and the St. Charles trolley cars may boost their fares from 10 to 15 cents, due to a loss of $8 million yearly on the transit lines. New Orleans Public Service has petitioned City Council for the raise, noting that even the proposed 15 cents would be among the lowest fares anywhere in the United States for transit lines in cities the size of New Orleans. If and when the raise is approved, free transfers would still be issued.

A BRITISH doubledecked bus, after being driven more than 60,000 miles through Europe, the Middle East, Asia, New Zealand, and North America by a group of seven adventurous English youths, had its first accident in San Francisco, where it collided with a cable car. Presumably the cable car was undamaged. The bus had started on its long pilgrimage in January, 1967, in its old home city of London, and came to grief in California in March, 1969. Fortunately, the damage was not substantial. After repairs, the bus group resumed their trek, knowing that nowhere else could they again be stopped by a cable car.

SAN FRANCISCO will propose to the electorate on Nov. 4th an improvement program to be funded by a general obligation bond issue of $54 million for its municipal transit system. The six-year program of transit betterment was submitted by James K. Carr, the city's general manager of public utilities.

An essential element of it is the wise recommendation that all five streetcar lines be retained. Using subway surface cars on the Muni-BART tunnel on Market Street and running on the surface outside the tunnels would result in running-time savings on the five lines varying from about 10 to 15 minutes.

Of great importance in this program is the decision to recommend continuation of the five existing streetcar lines (J, K, L, M, and N) and their conversion to subway-surface operation in the new Market Street subway and on existing trackage beyond the tunnel portions.

A combination of circumstances—including the city's topography and residential density—have caused the people of San Francisco to rely heavily on public transportation. Their patronage of the Muni has made *per capita* transit use there second only to that in New York City.

These five streetcar lines have contributed largely to this fortunate state of transit affairs. Acquisition of modern

Car 836 of Connecticut Electric Railway Assn. at grade crossing near Warehouse Point, Connecticut, on June first.
Jack Armstrong, 187 N. Summer St., Adams, Mass. 01220

and efficient articulated rail cars would make the service even more popular than it is today.

Naturally, some of the projects included in the recommended program are required for continued operation of the streetcar lines. For example, a new rail car shop and storage facility is contemplated in the outer Sunset section. Extension of Powell-Mason cable-car trackage to Beach and Taylor streets and the essential renewal of rails and reconstruction of track on all cable-car lines is urged in the program.

IN BRUSSELS, passengers who will use Belgium's first metro (subway) this December will not have to wait impatiently to determine whether their train is the next one arriving in the station. Before the train arrives, it will be identified electronically and that data will be relayed ahead and displayed on panels at the station platform.

The identification and display is among a variety of advanced electronic systems to be supplied for the subway by Automatic Electric S.A. of Antwerp, one of the companies of General Telephone & Electronics International Inc. The equipment, including a "railway computer" and KarTrak, an automatic car identification system, is being installed to assure passenger convenience and safety, and for efficient control and automation of the metro. Two metro routes, serving 10 stations in a total distance of about 4½ miles, are under construction and are expected to be operated in December. The over-all metro system, with 50 stations, is due for completion in 1971.

And the people of Switzerland have voted for an underground railway for Zurich in preference to surface or elevated lines. The line will run from Kloten airport and through the city to Dietikon.

The people of Holland also like underground travel. Last year 30,500,000 passengers used Rotterdam's Metro.

NEW YORK, Chicago, and San Fransisco now permit each city resident 65 years old or over who has a Medicare card to travel at reduced fare on public transportation—subways, elevated lines, buses, and in the case of Chicago, rapid transit surface lines—but only during non-rush hours.

WANTED by the Leeds Transport Historical Society: the loan of slides of any British or Irish tramway taken before 1956, for duplication and sale to help finance the Society's program of restoring British tramcars. "We'd take the best care of all slides," writes David A. Young, 22 Primley Park Mount, Leeds 17, England. "The safest method of transport is to send the slides, mounted, in a plastic Kodachrome slide box by airmail. We will refund postage and will credit the photographer with copyright on our slide lists."

CAPTION in our June issue at top of page 36 should read "half century," not "half decade." Photo in July, top of page 41, shows trolley 2602, built by St. Louis Car Co. in 1930 for L.A.

From memory's album: car No. 301 of the Yakima Valley Traction Co. in 1946.
Both photographs on this page by Stephen D. Maguire

Ry., comments Charles Brown, Long Beach Calif. Although 2602 has been scrapped, its twin, 2601, is now operating at Perris, Calif.

BAD NEWS from the Pittsburgh, Pa., area: Allegheny County Port Authority's transit division (PAT) had its worst financial year in nearly five years of operation, during 1968, when expenses exceeded income by $4.7 million—before depreciation. That brought to $16.6 million the amount PAT has lost since it began operations in 1964.

The totals were reported in a published audit of PAT's financial books as of Dec. 31, 1968. Besides the record operating loss—which led to the 5-cent fare hike at the start of this year—the report showed.

Over $10 million was deducted for depreciation on its transit system investment. About $15.1 million came from grants from Federal, state, and county sources.

PAT must pay a $25.5 million bank note on March 1, 1970, and has $20 million in bonds due March 1, 1973.

In supplying this news, Jim Cerny, of Pittsburgh, tells us that during the same five-year period PAT ripped up miles and miles of operating trolley lines in the Steel City, replacing them with air-polluting buses in the phoney guise of progress. No wonder PAT lost so much money!

ANGELS FLIGHT incline railway in Los Angeles ceased operation on May 19th to make room for an urban renewal project, reports David M. Sacks, 1040 N. Orange St., Orange, Calif., lamenting the interruption in service on this famous 68-year-old line.

The unique railway is being shelved while a fleet of bulldozers, belt loaders, and dump trucks pares off and carts away the top of Bunker Hill in downtown L.A.

An urban renewal project—one of the nation's largest—is responsible for the little incline railway reaching the end of the line. However, city redevelopment officials promise that Angels Flight, which has hauled passengers up and down the hill since 1901, will be restored when the hill is cut to its new shape.

At least 100 million people, from Southern California and almost every part of the world, have ridden the railway. And since they began operating, the colorful black and orange cars have traveled an estimated 15.6 million miles, equivalent to more than 600 times around the earth!

THE LATE Barney Neuberger's large collection of trolley negatives has been sold to Warren E. Miller of the Railway Negative Exchange, P.O. Box 92, Oakland, Calif. 94604. Warren has been a dealer for years in railroad negatives, mostly steam and diesel. He is now engaged in the tremendous job of separating and cataloging the Neuberger negatives so that they may be offered to juice fans everywhere.

In the collection are numerous photos of trolleys as well as negatives of trackless trolleys and buses. When the cataloging is completed, Warren will mail a list of negatives on approval to anyone who sends him a stamped, self-addressed envelope.

Trolley Museum News

MARYLAND hasn't seen a trolley operating since the Baltimore Transit Co. ran its last PCC car several years ago; but before long it is expected to have two separate operating trolley museums, one standard gage and the other in Baltimore's own wide gage.

The National Capital Historical Museum of Transportation Inc. is building its National Capital Trolley Museum in Northwest Branch Regional Park on Bonifant Road, Montgomery County, Md. This park is under development by the Maryland-National Capital Park and Planning Commission. Two buildings have been erected and construction of a mile of track has begun, all with private contributions and volunteer labor.

The first building is a three-track brick carhouse, with a capacity of 6 or 7 cars. It now holds 3 streetcars, 2 of them restored. These are Capital Transit snow-sweeper 07 and Johnstown Traction city streetcar 352. The other building is a Visitors' Center, designed as a railroad station. It contains a meeting and exhibit room, a gift shop, rest rooms, and space for the Rock Creek & Sugar Loaf Mt. Railroad, the HO gage layout of the Rockville Society of Model Engineers.

In order to have operable equipment for its standard-gage line, NCTM recently obtained five trolleys from Europe, two donated by the system in Vienna, Austria: a single-truck motor car and a single-truck trailer.

In May the following arrived: Stadtwerke Graz (Graz, Austria) No. 120, single-truck, double-end, city car, painted green with white trim. Also Rheinische Bahngesellschaft (Duesseldorf, Germany) No. 955, single-truck, double-end, city car, painted brown with white trim. Also Berliner Verkehrsbetriebe (Berlin, Germany) No. 5954, single-truck, double-end, city car, painted gray with white trim.

The Duesseldorf and Berlin cars came from Karlsruhe, Germany, where they had been used in that city's annual flower festival, but were not relettered or repainted by Karlsruhe. Red-and-white striped curtains had been installed in both cars. These and other decorations for the festival are still in place. All 3 are standard-gage closed cars; each with a single pantograph.

These cars went by rail to Hamburg, Germany, then by ship to Baltimore. Austrian Federal Railways donated the transportation costs within

Muskingum Electric Railroad loco 200 hauls special train of Chesapeake & Ohio parlor cars for road's dedication ceremony on May 22nd near Cumberland, Ohio.

Shown on parking lot at the National Capital Historical Museum of Transportation at Bethesda, Md. (Box 5795), are (left to right): car 5954 from Berlin, Germany; car 120 from Graz, Austria), and car 955 from Dusseldorf, Germany, waiting to be unloaded.

Jefferson R. Kean, Box 9639, Rosslyn Station, Arlington, Va. 22209

that country. Railway transportation in Germany was done at a reduced rate. The cars were carried as uncrated deck cargo on a freighter from Hamburg to Baltimore and then transported by highway truck to the trolley museum.

The wide-gage setup, known as the Baltimore Streetcar Museum, owns the historic collection of Baltimore Transit Co., consisting of 10 cars, many dating from the early part of this century. Located three blocks from Penn Central station in downtown Baltimore, it has built a new steel carhouse in the Park area, where it will operate.

This group has been working on restoration of cars. Several were badly neglected while at the former site at Lake Roland, Md., which had to be vacated due to neighbors objecting to trolley operation.

The first streetcar to be refinished by the museum members was No. 264 of the old United Railways and Electric Co., built by Brownell Car Co. of St. Louis in 1900. It is one of an order of 105 convertible types built by Brownell and J. G. Brill during 1900 and 1901. These double-truckers operated in Baltimore until they were retired during 1926-'27. Car 264 was saved by the late Raymond Tompkins of the UR&E for the 1928 "Fair of the Electric Pony," held at the company's Carroll Park shops.

Members are now working on double-truck open car 1164. Brill built it in 1902. The collection's PCC car also is undergoing major repairs to correct severe corrosion due to the weather at Lake Roland. The body work is being done by a professional contractor.

The cars are now housed in a large metal barn for protection from vandals and the elements. Some trackwork will be started soon. The Western Maryland has donated several carloads of used (but still usable) ties. Railfans visiting Baltimore are invited to see the collection on Sunday afternoon between 1 and 5 p.m., writes James A. Genthnerm of the BSM group, 1212 Northview Rd., Baltimore, Md.

New Electric Publications

Copper Wires, Clerestories and Commuters, **sub-titled *A Glimpse of Syracuse's Interurban Story*, with 32 pages, 8½x11", and stapled binding, was written and published by Lawrence Meloling, 516 Delmar Pl., Syracuse, N.Y. 13208, at $1.25 a copy. This booklet briefly describes each of the 6 interurban lines operated into Syracuse before 1932. Its best feature is its dozen or so good full-page photos.**

Although we seldom carry news of trolley coaches, we learn that there is a new periodical in this field, the 6-page *Trolley Coach News* published regularly for trolleybus fans by Harry R. Porter, 1042 Beardstown Rd., Louisville, Ky. 40204. A short time ago, Harry issued an all-time list of trackless-trolley operations in North America. We mentioned it last February, after which the list sold out promptly. He now has a second edition ready, with much new material, 12 pages, 60 cents postpaid.

0 Gauge Trolley Trucks **is a 24-page booklet published by Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio 45215, at $1 a copy. It describes in photos and text the many varied types available. Model cars are shown with trucks and installations. The pictures and charts help you to choose the type you need. Very useful for modelers.**

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Photograph by Stephen D. Maguire

Shade Gap Electric Ry. car 172 from Oporto, Portugal at Rockhill Furnace, Pa.

Executing a perfect run-past, Union Pacific's last operating steam engine performs for fans at La Salle, Colo., 1969.

Tom Kelcec, 20 Fairfield Dr., Convent Station, N.J.

Mainline Steam Survives: West, East, and Midwest

WITH the widespread rebirth of the steam shortline, and the flourishing tourist roads, it is comforting to know that the rails of their mainline counterpart are still occasionally being burnished by bigtime steam. If you wait your chance and are avid enough to overnight it, you can ride behind engines of more than the most meager proportions. The big question now facing the fantripper is, how long can these large examples of steam from its heyday continue to survive?

The railroads have constantly been waging battles with the owners of would-be steam operations. Happily, as these photos from the East, Midwest, and Far West show, steam is occasionally allowed to have its way.

We have lost Reading's 2124, but the 2102 remains well—although not too alive—in Conneaut, Ohio, awaiting her times of reprieve. Burlington's Northern and Mike have followed pursuit, but President Claytor reminds us what Southern green and gold is all about.

The future is still uneasy. The managements' ever-growing shorter memory of their history, as well displayed by the inadequate Centennial Celebration, have led us to believe that mainline steam is doomed. Yet, who would have thought five years ago that one of those remarkable NKP Berkshires would ever again wheel a limited? The railroad industry should never underestimate the resourcefulness of its zealous but enthusiastic followers. Some day the two adversaries might unite, for what other industry has die-hard unsolicited followers, begging to use and eulogize their services, merely because they are there.—M.A.E.

(Above) They're both ex-Canadian Pacific, although Red Clay Valley, the new owners, chose not to proclaim it proudly on their tender sides. Mike Eagleson's Graphic caught the pair emerging beneath a Penn Central signal bridge at Baltimore, Md., last May 18th. (Below) The classic wedge of Dick Jensen's ex-Grand Trunk Western No. 5629, doing a good 60 per.

William Raia, 3319 N. Wolcott Ave., Chicago, Ill.

HOBBY CLUB

conducted by Sy Reich

OUTSTANDING color slide sets of the *Flying Scotsman* (coming to the U.S. in October), and several quaint British steam railway scenes are offered by Hart Industries, P.O. Box 452, Birmingham, Mich. 48012. These are truly quality duplicates for color and definition and appeal to fans with a feeling for the unusual. Also available are a series of 8mm steam movies of British steam. List and details are available.

Paul Garde of Thirty-five slides has new lists: "Railroad Stock," "Old Trolley Scenes from Postcards," "Steam & Diesels," and "Old RR. Scenes from Postcards"—all in color; sample slide and list 50¢. He seeks an able partner or would sell out, due to poor health, taking a minimum of $15,000 cash or collateral. Address is 24 Court St., Apt. 219, Colorado Springs, Colo. 80904.

Empire State Railway Museum has purchased 1903 parlor buffet car No. 153 ex- New Haven RR. It was used for years on the *Merchants Limited* and other fine trains. For the past years the New Haven had been using it as a wreck-train dining car. The museum recognizes its historical value—arched windows and fine woodwork, much of which is still intact. Contributions are needed to restore it properly and bring it to the museum's Connecticut location. Tax-deductible contributions may be sent to Empire State Railway Museum, Inc., P.O. Box 459, Wall Street Station, New York, N.Y. 10005.

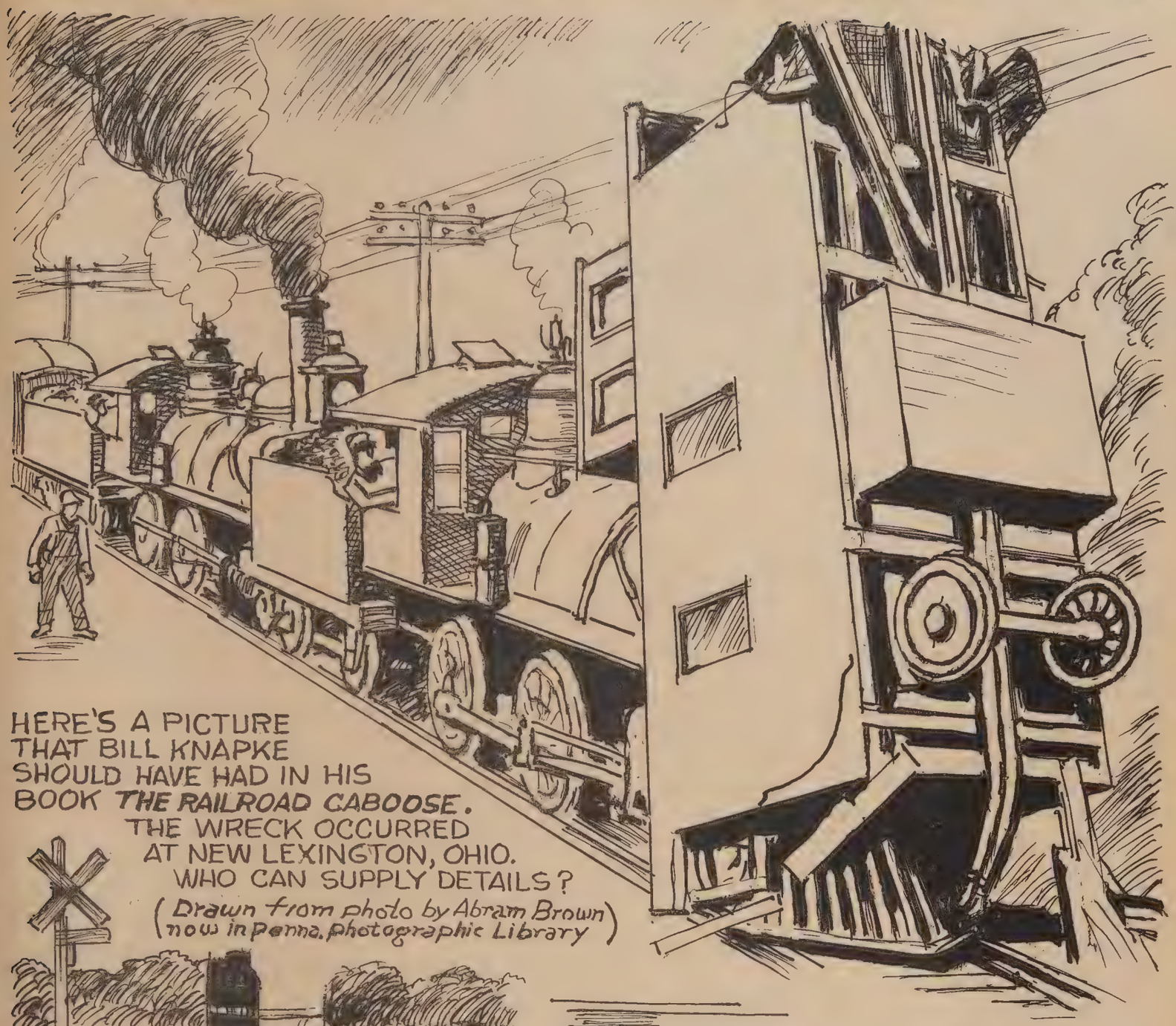
Custom Railroad Car Service is a new organization started by Reuben Darby in Hagerstown, Md. He finds and restores old private cars for wealthy businessmen. Not a railfan, Darby got into this thing while running Darby Wood Products, when he did an inside restoration of a car. Later, word spread that he was an authority on such restorations, and checks came floating in the mail with words attached, "Find me a private car." Now leasing 300 feet of track beside a Baltimore & Ohio freight depot, Darby has met with success with this business. He is currently restoring the 1899 private car of Henry Morrison Flagler, the man responsible for making Florida a resort. It is now owned by Indianapolis Speedway owner Tony Hulman, who reportedly will pay $110,000 for the fully-restored, blond, African-mahogany classic. Darby is constantly seeking "new finds" in private cars.

Canadian National 4-8-4 No. 6135, U-2b (Montreal 1927), stood at Armstrong, Ont., on a hot afternoon in July, 1954. The fireman attended his classic ritual duties, poised at the spout, while the polkadot-shirted engineer headed for the crews' shack for a breather. Five years later, such scenes had ended for good.
Ray Deschenes, 903 Mohawk Rd. East, Hamilton, Ont., Canada

This 8000-lb., 18-in.-gage 1902 working steam locomotive was recently purchased by Don McCoy, 1085 Broadway, San Gabriel, Calif. 91776. Don saw this engine operating in an amusement park when he was a kid, and loved her. Originally she ran from Santa Monica, Calif., through Ocean Park, Venice, to Playa del Ray, as Venice Railway No. 1. Later, on another road, she received little care between 1957-'59. Who can tell Don, shown in the cab, about this 2-6-2 or the Venice Railway?
Dick Smith, San Gabriel, Calif. 91776

ALONG THE IRON PIKE

by Joe Easley



HERE'S A PICTURE THAT BILL KNAPKE SHOULD HAVE HAD IN HIS BOOK *THE RAILROAD CABOOSE*. THE WRECK OCCURRED AT NEW LEXINGTON, OHIO. WHO CAN SUPPLY DETAILS?

(Drawn from photo by Abram Brown now in Penna. photographic Library)

CANADIAN NATIONAL BUILT AN INDUSTRIAL SPUR AT PRINCE GEORGE, B.C., BEFORE GETTING PERMISSION TO REMOVE THIS OLD POLE. NATURALLY, THE POLE WAS GONE BEFORE THE NEW TRACK WAS USED.

OBSOLETE WABASH RAILROAD CAR IS USED AS OFFICE BY INSURANCE FIRM OF LEWIS J. RICHARDSON & ASSOCIATES AT BOSTON HEIGHTS, OHIO.

(From Alfred Kleinsmith, Cleveland)

The conductor and brakeman carried him to the head car.

RAILROAD MAN

by Rockwood T. Roberts

THE LITTLE yard goat drifted along at a slow gait. As she approached the cold-storage plant, engineer Tom Johnston applied the brakes and spotted a lone car of coal at the boiler-room door.

"Here comes the pest again," he called across the cab to his broad-shouldered fireman.

A sturdy, redheaded youth about five and a half feet tall came out onto the tracks and waved his hand. With a smile on his homely face, he hurried toward the switch engine.

"Hiya, Mr. Johnston!" he greeted, climbing into the cab. "Any news for me today?"

Without waiting for a reply, he glanced at the steam gage, blew out the water glass, and put his foot on the air-door pedal.

"Pretty light fire," he said appraisingly. "Yuh oughta wet your coal down. It cokes better and burns better. Saves fuel, too. I know. My dad told me all about it."

The fireman grinned and winked. His right hand went to the side of his head as his forefinger formed a small circle. "Nuts," he muttered to the engineer; but luckily Ted caught neither the remark nor the gesture.

It was early summer. Business was on the upgrade, with new runs being open daily on the Hoosack Northern.

Ted Reardon had been bitten by the railroad bug and spent most of his spare time around railroad yards and stations. Sighting a new face on the left side of a cab roaring past reminded him that he didn't want to fire a stationary plant forever. He longed for the plains and mountains, over which varnished specials sped like lightning on shiny steel. Ted had just entered his twenties. He was tough and had proved at the cold-storage plant that he could stand the gaff, but he did not see any future for him there.

"Whitey" Nelson, a powerful blond Swede, ran the Hoosack Northern. Well over six feet and rawboned, he had climbed the official ladder the hard way, his feet touching every rung from section hand to general manager.

"Railroading and especially in the cab," he used to say, "is for men, not boys. It ain't play, but work—real back-breaking work!"

Mr. Nelson was right. The road's heavy freight Mikados and giant Mountain-type passenger-haulers had not been equipped with mechanical stokers. The runs were plenty long; it took iron men to endure the strain. And Ted Reardon was still a boy—well built but undersized.

Engineer Johnston was fond of practical jokes. Almost every day for months Ted had climbed into the cab of the switcher to ask for a letter of recommendation to the super. Maybe Johnston felt he had put up with it long enough. Or maybe he had gone soft. At any rate, this time when Ted came along, the runner drew out an envelope from his pocket for the persistent youth.

Ted was amazed. As he took the envelope his chest swelled. The "big chance" had come.

"Yuh mean everything is set?" he asked dubiously.

The engineer nodded, struggling to keep back a lusty chuckle. His fireman looked out of the cab window and stifled a howl with a gloved hand.

"I'll be there the first thing in the morning," promised Ted. "An' yuh won't be sorry, Mr. Johnston, either, I'll make good."

Leaping from the cab, he ran back to his boiler-room job at the cold-storage plant, determined to make the best of his lucky break.

THREE o'clock came—Ted's quitting time. The youth pulled off his overalls and wound them into a tight bundle. Not stopping to wash the dirt from his face or hands, he went into the manager's office.

"Give me my time, Mr. Wright," he said importantly to the gray-haired bespectacled man. "I'm all done."

The plant manager looked up, somewhat startled. "You're what?"

"I'm all through. Mr. Wright. This is my last day."

"But I just gave you a second raise last week. What's wrong, Reardon?"

"I'm goin' firin' on the railroad tomorrow. They need men."

"But—but—can't you stay a week or so until I get someone to fill your

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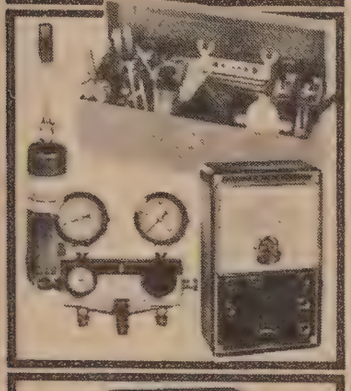

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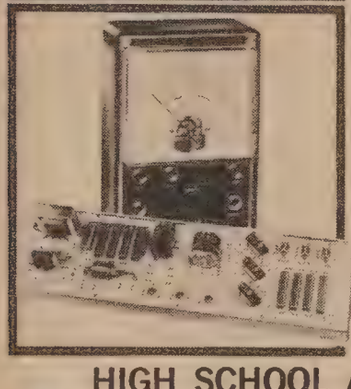

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place? You can't leave me without notice."

"I'm sorry, Mr. Wright, but I just can't stay another day."

"Get out!" the official screamed. "If you want your time, you'll have to come back next week."

The door slammed. Ted headed gaily down the street to the store where his late father, an engineer, used to buy supplies. All the railroad men went there. The future "rail" purchased gauntlet gloves, a Kromer cap, goggles, and overalls. It wasn't the first time he had traded in that store, but the proprietor was mildly curious.

"What are the goggles for, kid?"

"Goin' firin' on the railroad tomorrow, mister," came the answer. "Just gettin' ready."

He hurried home and into the kitchen where his mother was peeling potatoes for dinner.

"I've got great news!" he shouted, flinging his hat onto a chair.

Mrs. Reardon turned to face the boy. "Now what, Ted?"

"I'm goin' railroadin' tomorrow," he said firmly. "Mr. Johnston has it all fixed up."

No word came from the woman.

"What's wrong, ma? Aren't yuh glad I'm gettin' my chance at last? Dad always wanted me to be a rail."

"I know, son," she said hesitatingly. "But you've got a steady job now, with fairly good pay, and you come home every night. And railroading is so uncertain. Don't forget that your father was killed in a wreck."

As if Ted ever could lose the poignant memory of that bitter loss! But he refused to be discouraged.

"I'll have a better job with more money, ma; and some day I'll be promoted to the right-hand side, and maybe even pull the Limited. Dad just had a streak of bad luck."

The woman's arms fell to her side as a lump came into her throat. Silently she hustled coffee and potatoes onto the stove, keeping her worried face turned from Ted. But her son was in a mood of exultation. During the meal he raved about his future. The widow listened, trying to smile with him.

TED was at the super's office very early the next morning; but several other men were ahead of him. He opened the outer door, glanced around, and told the clerk: "I have a letter here from engineer Johnston. Mr. Davis wants to put me on firin'."

Four young fellows were seated, awaiting the same chance. All were large and husky. In surprise they eyed the newcomer and then the clerk. The man at the desk winked at them.

"Just take a seat," he said. "Mr. Davis will be here shortly."

At nine o'clock the super arrived. He walked through the outer office without a nod, accepted the papers the clerk handed him, and entered his private room. Through the frosted glass partition could be heard his loud voice giving orders over the phone. It seemed like years that they waited; then finally a buzzer sounded. The applicant nearest the door marked "Private" went in.

As Ted waited his turn he grew nervous. Sweat formed on his brow. Relief came when the first interview ended. The super's voice was clear: "You'll do. Report to the roundhouse. We need firemen badly."

The second applicant went in, and then the third. As each one left, Ted heard just about the same words. Fingering the precious envelope, anxious for his turn, the boy felt sure there would be nothing to it when he showed Mr. Davis the letter from engineer Johnston. Mr. Johnston was mighty important.

Time dragged on. The super sure was busy. Eleven o'clock. Ted's turn come at last. Pretty soon he, too, would be headed for the roundhouse.

Just then the outer door opened. A middle-aged man strode in, with quick, impatient steps, straight toward that glass door of destiny which Ted Reardon was watching eagerly.

"Davis in?" he snapped.

The clerk leaped to open the door. "Go right in, Mr. Nelson."

Whitey Nelson! The general manager himself! Ted's heart pounded with the realization that he had been so close to a great leader. His ears seemed to grow large as he listened.

"Well, how's things this morning?" came from the glass partition.

"Not so good, Mr. Nelson. Two more steam failures last night."

"How bad?"

"The fast freight tied up the whole works, delayed 49 for an hour and thirty-five minutes."

There came a pause and what sounded like an explosion.

"Listen, Davis!" roared the G.M. "I've stood this nonsense long enough. It's time to clean up this mess. You've hired your last schoolboy fireman."

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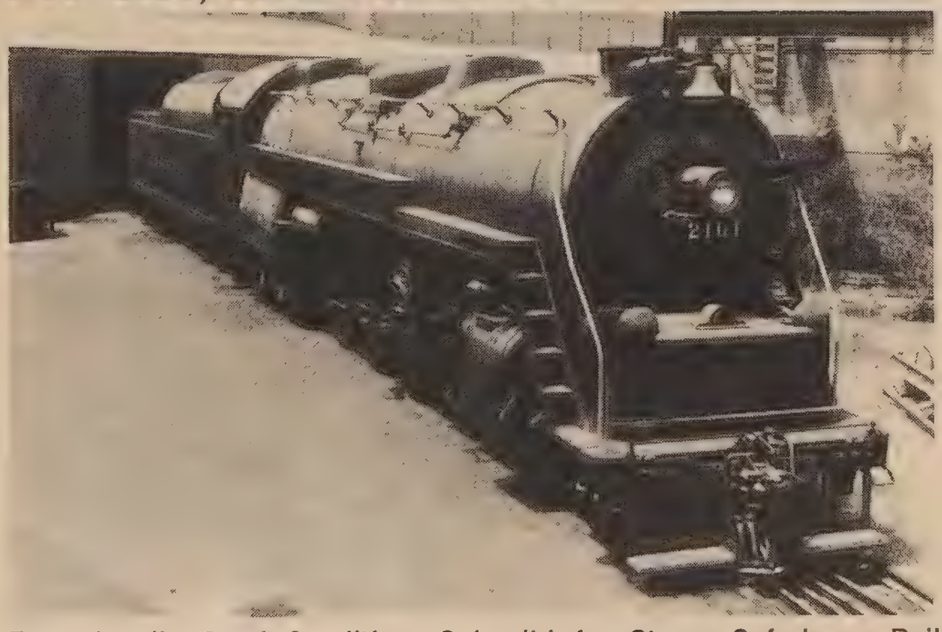

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"I'm looking over every new tallow-pot myself, Mr. Nelson," the super explained patiently. "Not a man less than six feet or under 180 is being hired. I can build up this organization and stop these failures, but it's going to take a little time."

"Time, hell!" barked the G.M. "It's got to be done now! We've taken these new contracts, especially the perishables, and we must make deliveries promptly."

Six feet—180 pounds! This kept ringing in Ted's ears. He grew weak; a queer trembling ran through his knees. And then the glass door opened. The two officials stood for a moment as the phone rang. The clerk answered.

"Chief dispatcher on the wire, Mr. Davis," he said respectfully.

The super picked up the phone. Ted watched his every move. Blood crept up around Mr. Davis's collar and a string of oaths made the air blue.

"NB-2 is on the mountain blowing up steam," he groaned. "And the Limited's standing behind them!"

Whitey Nelson took off his hat and ran a handkerchief over his wrinkled brow. "And to think I'm getting the best coal that money can buy!"

The super was plainly worried.

"In two weeks I'll have this matter straightened out," he stated. "I'll have a gang of huskies on the job. . . ."

The two men were walking past the clerk's desk and approached Ted. Mr. Davis interrupted with: "What do *you* want here?"

"I—I" The unhappy youth reached into his pocket and drew out the letter. "Mr. Johnston said to give you this—said you needed experienced firemen."

It was the final straw. The general manager had been red with anger a moment ago; now he boiled over.

"Firemen!" he stormed. "You! Get out, you runt, and stay out!"

The two walked on—Mr. Nelson again doing the talking. "I'm having my business car put on *The Owl* tonight. Must be in Alton by seven in the morning. Give us your best crew, Davis, and if anything happens. . . ."

Ted Reardon was left alone in the office. He was like a fighter knocked out on his feet. As a school kid he had been nicknamed "Runt," but as he grew up and muscles hardened, bigger boys found it for the good of their health to refer to him as Ted.

He might be small in size, but he made up for it in courage and strength. For ten long years he had never heard that name. Today it had come back, and he was helpless to defend himself.

WITH leaden feet he went out onto the street, sauntering aimlessly. His mind was befuddled. Over and over a loud voice kept saying, "Runt—Runt." He thought of the job he had thrown away. What a fool he had been! If only he hadn't quit the cold-storage plant!

For hours he pondered on just what to do. Returning home was out of the question. At length a surge of determination swept through him. There must be other railroads and hundreds of jobs. He'd made good at the cold-storage plant, so why couldn't he go on? All he needed was the chance. He closed his fists and swore: "I'll show Mr. Nelson! And Johnston, too! The louse!"

With hasty step he headed toward the freight yards. He saw a rattler struggling beyond the maze of switches onto the main iron. Slowly it picked up speed. His eyes burned as the caboose disappeared around the curve. Then he stood still a few moments watching a switch engine shift cars. In time they had a mile of reefers on the westbound lead. A big Mike steamed out and coupled on ahead.

Ted wanted to run down the embankment and climb aboard, but he had never in his life stolen a train ride. He noticed two men, obviously boomers, headed in the direction of the tracks, with bundles tucked under their arms.

"Where yuh goin'?" he called.

"West," answered one. "They're hirin' men on the Southern Pacific."

"Firemen?" asked Ted Reardon, running toward them.

"Yuh, for those that want to burn their brains out. We're brakies."

"Mind if I come along?" The redhead had caught up with them now.

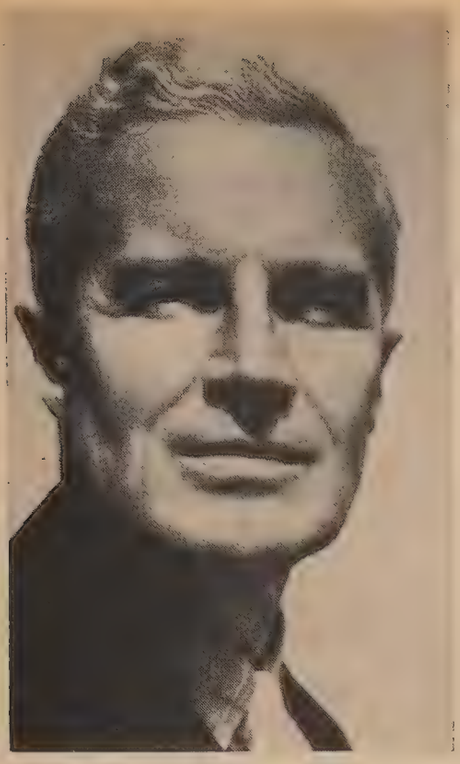
"There's plenty of room on the tops."

"I'll go along," said Ted. "I'm a fireman lookin' for a job."

The two men glanced at their new companion. Because his clothes were clean, they felt he was lying. The bigger of the two snorted: "Pushin' a pencil pays good money these days. The clerks are organized."

Ted resented that remarks, but held his tongue. They crossed the tracks. The Mikado let out two shrill blasts. Steam spurted from her cylinder cocks, black smoke belched from the chubby stack, and wheels turned slowly.

The freight headed for the orange ball



I'd like to give this to my fellow men...

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I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

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While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

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of sun, casting long slanting shadows from the distant hills. The boomers got aboard and Ted followed.

Soon the train picked up speed. Cars rocked and swayed. The seasoned rails sat comfortably on top, enjoying the country in the gathering dusk. To the young novice this ride was an ordeal. He lay flat on his stomach, holding on with all his might. The wind slashed at his clothes, caught his cap and lifted it from his head.

"Take it easy," laughed one of the knights of the rail. "You'll wear yourself out."

IT WAS after midnight. Stars twinkled overhead and the chilly air bit into Ted's flesh. He was sleeping on bare ground for the first time in his life. The fire in the "jungle camp" burned low. A boomer lifted himself on his elbow and poked it with a long stick. In the glow he noticed the kid shivering.

"You'll get used to this," he said. "It ain't cold tonight." He yawned, adding: "That's an old gag with these rails. They let you get on and ride a ways. Then they try to collect. If you're short of cash, they make you unload. I've done the same thing, so I can't kick. Tomorrow we'll get into an empty."

That frightened the boy. What if they sealed the door? "Is that the safest way to ride?" he inquired.

"Tenders of Limiteds are best, but you gotta know the game," the boomer mumbled, and fell back to sleep.

A cloud rolled by, obscuring the half-moon. Ted drew closer to the fire. For a long time things were quiet. Then through the dismal murk came the faint wail of an onrushing engine. Ted sat up. The purr of exhaust grew louder, then suddenly died. The ground trembled slightly as a beam of light reflected from the sky. It was the midnight *Owl* with its string of varnish, stopping to take water near the camp.

The boy stood up, watching the headlight cut a huge cone from the blackness. Rails glistened and the train slid to a perfect stop. He worked his way to the bank of the track. The glare from the open fire-door showed clearly the fireman at the spout.

When the manhole cover was closed, Ted worked his way to the rear ladder and climbed up onto the tank. It wasn't long before they were thundering through the murk at a mile-a-minute clip.

At first he crouched low, then lifted himself to look down into the cab. How different it was from the little switch engine! Gages were numerous, valves were everywhere. And the fireboy on deck was standing, with apparently no thought of his seatbox. Back bent low, he shovelled like a machine. There were hills to conquer tonight, with twelve heavy Pullmans, and the general manager's private car as an anchor.

On the right side, as if carved from stone, sat a man of power, the engineer. Reverse close to center, his gloved paw rested easily on the wide throttle. Occasionally he would try a gage cock or squint at the water glass. The boy marvelled at his coolness and noted his crisp curly hair.

They hit a curve, nearly throwing Ted off balance. He sat down on the cold steel plates. While they followed the river, the exhaust sounded like a kitten purring, but when they climbed through the forest the sleek giant bellowed mightily.

They came to a rocky cut. Wild barks struck the hard walls and were flung back into the tank. It was deafening. Ted placed his hands over his ears to shut off the racket.

Intense darkness came on suddenly as they entered a tunnel. The exhaust was maddening. Small pieces of rock kept falling around Ted's feet as the steam struck the tunnel's roof. Soon the broad expanse of sky was star-studded again overhead. The air grew fresh and cold.

Ted rose to his feet to peer into the cab. No glare came from the open door. The exhaust went weirdly silent. Brakes screeched and sparks flew. Drivers slowed, and the train stopped abruptly. *Whaaa—wha—wha—wha!* The brass throat ordered out the flag.

Ted Reardon strained his eyes. He was certain he could see the fireman down on the deck, struck by a piece of rock that had fallen through the cab ventilator. Emergency galvanized the youth into action.

Forgetting that he was stealing a ride, he leaped quickly over the back of the tank and down the coal. Then he took off his coat and ripped the shirt from his back. Carefully he wiped the blood from the injured man's face.

At that moment the engineer turned to face him. "Where'd you come from?"

"Tell you later," said Ted. "Give me your water jug, please."

The engineer obeyed. Ted wet his crumbled shirt, administering the best first aid he knew.

"We've got to get him back into one of the cars," he said. "Maybe there's a doctor on the train."

The fat conductor came storming up. He opened his mouth to give a bawling-out, but clamped it shut when he saw

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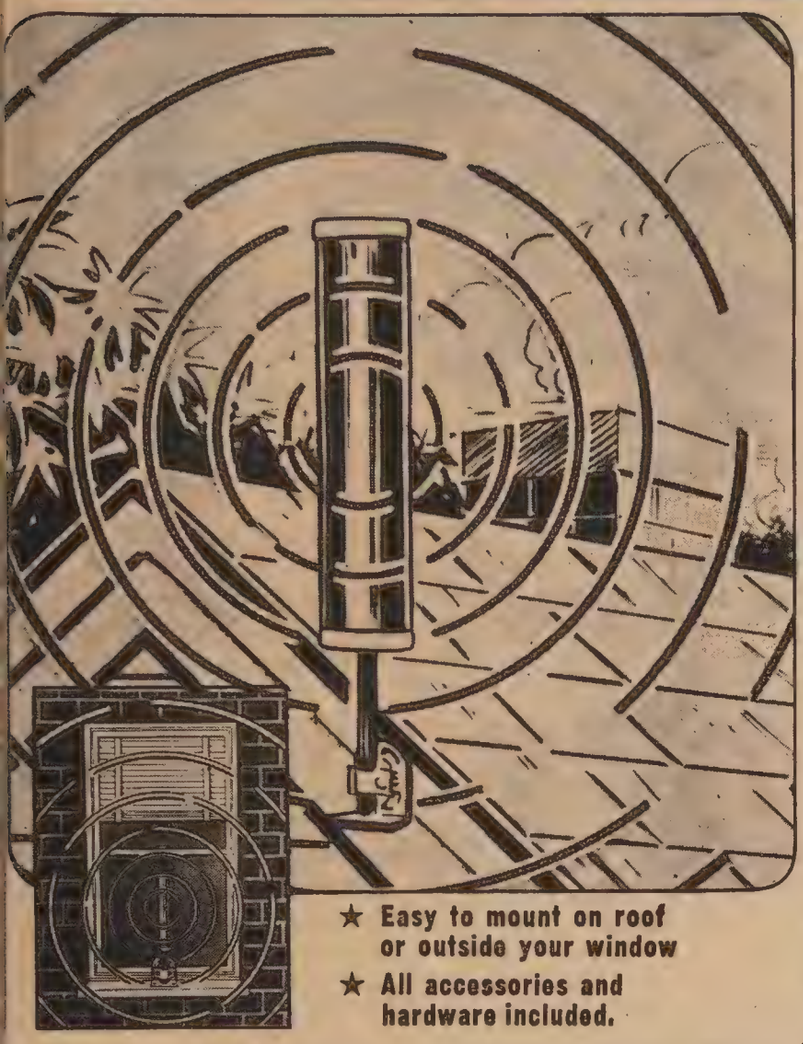

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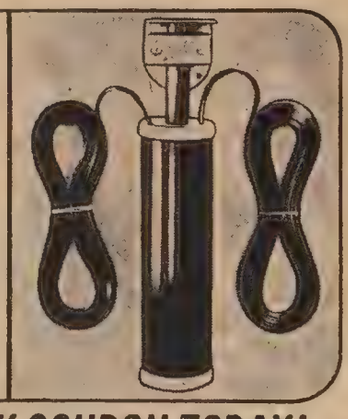

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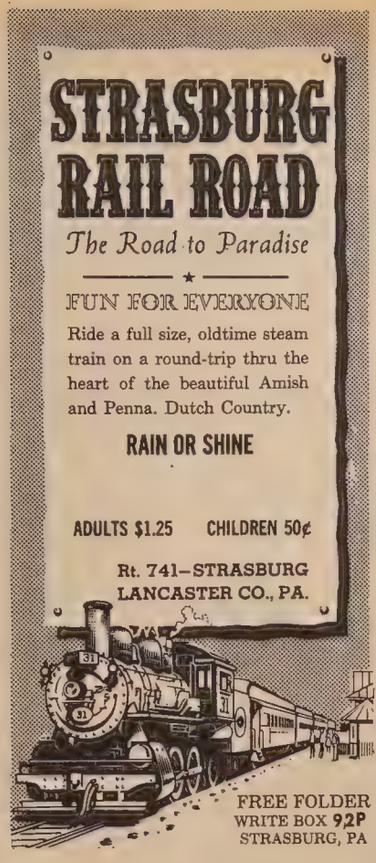
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what had happened. Without commenting on Ted Reardon, he exchanged a few words with the hogger, and hurried back to get a stretcher. One of the brakemen helped the injured fellow onto the stretcher and took hold, with the conductor at the other end. They carried their patient to the head car.

SLIGHTLY bewildered, Ted picked up his coat and leisurely put it on. He knew that now he should make himself scarce, but was loath to do so. "There'll be hell to pay over this," he heard the engineer mutter. The glow from the firedoor yellowed for want of fuel. In its light the runner took a better look at Ted.

"Say," he demanded, "ain't you Dan Reardon's boy?"

Ted asked, "Yuh knew my dad?"

"Sure! Everyone did. He—"

The conductor, fat and peremptory, returned to the cab. "Well, hogger, what're you going to do?"

"There's nothing we can do, Curly, but wait for a rattler to come up behind us. We can take their fireman and go along."

"Can't," snapped Curly. "There may not be a freight for hours. Old man Nelson'll have a fit when he wakes up."

He had hardly finished when a harsh voice called up from the ground, "What's going on up there?"

In a flash, the general manager himself was in the cab. Mr. Nelson was but partly dressed. His cold gray eyes glanced swiftly about.

"What in hell's wrong?" he demanded. "Why the convention?"

"A rock fell through the cab in the tunnel and nearly killed the fireman," Curly explained. "We took him back to the head car."

"And now?"

"Looks like we'll have to wait here for a freight, to get us a fireman," the engineer rumbled.

Harsh lines formed at the corners of Whitey Nelson's lips. "We can't stay here all night," he exploded. "You'd better do something damn quick!"

Clearly, the G.M. was wrathful. He was due to meet his board of directors in the morning and they would doubtless make some caustic comments if Mr. Nelson couldn't make time with his own crack train.

Thus sizing up the situation, Ted Reardon tried to edge away into the night as inconspicuously as possible. He reached for the handholds at the gangway. The general manager saw him.

"You!" shot the irate official. "What the hell are you doing here?" He grasped the trespasser's coat lapel. "Weren't you in Mr. Davis' office yesterday?"

Ted's lips clenched tightly. Into his brain came that hateful word *runt*. Bitterness tensed every muscle.

"Well?" prodded Mr. Nelson. "Say something! Wait a minute—Maybe you can help us out."

Ted shook his head.

Ignoring this gesture, the boss went on: "You wanted a job firing didn't you? Well, you can fire now—at least, till we get to the next siding where we'll pick up a man from freight. We'll pay you for it."

Ted was angry. "Yesterday you called me a runt," he stammered. "I'm still one tonight. You want only big men to fire your engines."

Stretching himself to his full height, the youth glared at the general manager and then slid down from the cab into the darkness. He walked toward the rear of the train, not knowing just what to do. He hated Mr. Nelson. Above the crunch of cinders he could hear the G.M. rave:

"Let the kid go. He couldn't stand it for a mile, anyway," Then a pause, a change of voice: "For heavens' sake, men, do something! I've got to be at Alton on time."

A SOUND of hurrying feet made Ted stop. "Reardon!" someone called. The youth asked hesitantly, "What d'you want?"

Breathless, the engineman spoke. "Here's your chance. lad! Show that big Swede what you can do."

The boy held firm. "I dont give a damn if he never gets to Alton."

Again he started on his way.

But the hogger grabbed his arm and urged: "I knew your father, lad. He was forever helping folks. I don't think you're any—"

Ted did not wait for the rest of the talk, but went back into the cab and when a deep-throated whistle screamed

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.

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In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

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in the flag he was hooking the fire. It had burned low. He flung some coal up under the arch.

The engineer pulled open his latch and they started.

"Thirty-two minutes late. Let's hope we don't lose any more time."

For a mile the ribbons of steel clicked to the contact of whirring wheels. Then they struck the heaviest part of the grade. The giant engine coughed, lifting the light fire from the grates. Ted watched the needle and shoveled furiously. But he made no gain on steam.

The runner tried a gage-cock. Water was low. He applied his injector, and the cold water rushing into the boiler made the needle grow heavy. He shook his head. They wouldn't get far.

Ted knew how to fire and keep up steam, but the swaying deck and hungry maw made it difficult. Steam dropped.

The engineer grew anxious. "There's a bare spot on your grates," he cautioned. "Run the hook in; fill her up."

Opening the firedoor, Ted placed a couple of huge scoops in the back corners. He glanced at the gage and saw the needle hold. He heard himself saying aloud: "Wet down the coal. It cokes better, burns slower." He grabbed the wet-down hose.

FOR AN HOUR the grind went on. The muscles of Ted's body knotted. A dull ache crept up his arms and into his shoulders. He wondered how much longer they were to go on.

The hogger kept glancing at his watch and speaking words of encouragement, but kept pounding the old girl for all she had. That beating was unmerciful. As long as he had steam he determined to use it. Thunder of escaping steam continued.

The boy weakened. "I'm afraid I can't keep it up," he said faintly.

"Don't quit yet, lad!" urged the engineer. "We'll be at the summit in five minutes. The rest of the trip is easy."

Each minute was torture, but Ted still shoveled. Wiping his smudged face with bare arms, he continued savagely at the job. His legs sagged with fatigue. Each shovel of coal seemed like a ton. At length they reached the crest. The hogger made a running test of the brakes.

"You can sit down now," he shouted across the deck.

Ted flopped down on the seat, exhausted. And then the cool morning air fanning his face brought new life. Eager eyes drank in the view.

The sun was peeking over the hills when the Alton yards loomed into sight. The engineer proudly rolled his train right to the platform before he gave her the air. With the stop, he glanced at his watch.

"How'd we do?" Ted inquired.

"Just twenty minutes late, kid. We made up twelve."

As they waited for a car-knocker to cut off the engine, the runner studied his young fireman. Ted's sleeveless undershirt was smeared with dirt. Sweat had plastering it against his small but muscular frame. Tangled hair crowned a grimy face that tried to force a smile. Both men turned quickly.

Whitey Nelson was pulling himself into the cab for the second time on that trip. In astonishment the general manager surveyed it all.

"You!" he cried. "I thought you had unloaded at the tunnel."

Ted gave no reply.

"You mean to say you fired all the way in?" Mr. Nelson glanced at the engineer and received a nod. Then he faced Ted Reardon and said:

"We all make mistakes. I guess I've made plenty. For the past months I've had the notion it took big men to stand the gaff on these hogs. Tonight I've learned different." He put out his hand, "Thanks, sonny, for what you've done. I see now that size doesn't matter."

He looked at his watch and remembered his engagement. Before leaving, he asked: "Do you still want to go firing on the Hoosack Northern?"

Ted burst into life. The stored-up bitterness was suddenly gone. "Do I?" he cried. "You bet I do, Mr. Nelson!"

"Go into the station and get a pass back home. See Mr. Davis." And he was gone.

Ted stood like one carved from stone. Could he be dreaming? Mist dimmed his eyes, but he smiled. He thrust his hands deep into his pockets. Both pockets were empty.

"Broke, eh?" asked the engineer. "And hungry?" He jabbed a thumb toward a beanery just across the track. "You come along. This meal's on me."

"Thank you, hogger!" Ted exulted. "You're swell! I'm so starved I could eat a horse. But first I'm making a phone call. I wanta tell ma there's a railroad man in the family again." ●

Railroading in Bygone Days

BACK in 1902, at age 25, G. O. Ainsworth went firing on the extension of the Rock Island Railroad into New Mexico, which was then a territory, and in 1906 he was promoted to engineer.

"The road established a terminal at Tucumcari, an Indian name, and the town was named for a nearby mountain peak shaped like a woman's breast," writes Mr. Ainsworth, who is now living at 310 West Broadway, Long Beach, Calif. "The town started with a post office, a grocery store, a drygoods store, five saloons, and a lumber yard. The nearest law officer lived 60 miles away, and the only transportation before the railroad came was by horseback or wagon.

"The citizenship in those early days consisted mostly of the backwash of the railroad construction gangs. They were pretty rough. When someone was killed, apparently no one knew who did it. The people had no coffins, so they'd notify the lumber yard to make a box. A drayman would pick up the deceased, still wearing the clothes he died in, and take him out where the digging was easy and bury him. The last count that I saw was 26 headboards with the notation 'unknown.'

"I was local chairman for the Firemen for 20 years and for the Brotherhood of Locomotive Engineers for four years, and legislative representative for ten years. I retired in 1939.

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DICK BIERMANN, 289 Church St., San Francisco, Calif. 94114, will trade sixe 616 pix for (or will buy) 1/65 Railroad Magazine. Swaps size 616 diesel, steam negs., esp. GN, NP steam, logging, shortlines.

C. BLACK, Box 226, Cornwallis, N.S., Canada, buys pix H&F and WW II U.S. Army. European type locos, cars.

CHAS. BOLAND, 92 New Brunswick Ave., Hopelawn, N.J. 08861, buys PC and Pennsy emp. tts.

HARRY BOUDREAUX, 3215 Madonna Dr., Alexandria, La. 71301, sells 1939, '57, '63, '65-'67 Off. Guides.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys any FEC or trolley material; trades RPO cancels; sells pix from FEC 8x10 negs.

LARRY BRUNO, 1404 54th St., Kenosha, Wisc., 53140, buys SOO dining-car supplies or railroadiana or trades for C&NW railroadiania.

CYRIL BUTCHER, 8 Coyne Street, St. Thomas, Ont., Canada, sells WAB steam pix; list 10c.

CLOVIS BUTTERWORTH, 1007 Lawrence Dr., Columbus, Ohio 43207, will trade slides of High Iron Centennial Ltd. in Pa. or Ohio for slides at other locations. (SSE)

DAVE CASH, 430 N. McGregor, Cathage, Mo. 64836, buys 35mm slides BL2's.

RAY CANZONE, 5258 Longton Rd., Lyndhurst, Ohio 44124, will trade 2 Alco diesel plates and one FM plate for Pennsy keystone.

JIM CERVENANSKY, 6425 W. Norwich Ave. No. 219, Milwaukee, Wisc. 53220, wants any or all bks. on Milw. Rd. or SOO.

CHAS CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206. sells orig. color slides. (SSE)

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells rr. bks., mags.; trolley and rail maps; specify list. (SSE)

GLEN CULLEY, 310 Blackstone Ave., Willow Springs. Ill. 60480, buys trackside tapes ex-GTW 2-8-2 No. 4070.

HOWELL DAY, 300 Vail Ave., Piscataway, N.J. 08854, will buy 10/06 and 11-12/18, 1/19 Railroad Magazine.

VINCENT DELLA TORRE, 116 Cherokee Lane, Franklin Lakes, N.J. 07417, buys negs. and color slides ACL, FEC, RF&P, NYNH&H, BAR diesels, pullmans, diners.

P.A. DEMARCE, Rte. 2, Box 455, Texarkana, Tex. 75501, will sell 28 pre-1909 passes.

BOB DEMCHAK, 364 Edith Ave., Johnstown, Pa. 15906, will buy PC diesel roster.

CARL DENTREMONT, 62 Birch St., East Millinocket, Maine 04430, will buy Railroad Magazine, 1/60 to 7/63; also BAR emp. tts. 197-200.

JIM DORR, 5315 14th Ave., Kenosha, Wis. 53140, sells rr. lanterns, rulebks., emp. tts., chair covers. (SSE)

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, buys negs., P&E cabooses, PC (NH region) diesels, cabooses, PC new cabooses, N&W new cabooses.

MIKE EAGLESON, 286 Washington St., Glen Ridge, N.J. 07028, sells keystones. No. plates, Car Bldr. Cyclo., 5X7 Speed Graphic, Lionel cats. '31-'42, negs, old Railroad magazines, Off. Guides; free list of these items and many others.

ART ELMORE, 92 7th St., Oakland, Calif. 94607, will buy any size pix or negs. of steam rds. before 1950; state details.

H. EVERHART, 1214 Warrington Pl., Alexandria, Va. 22307, buys slides Western Union office cars.

WALLACE EWART, 1946 E. Clay St., Decatur, Ill. 62521, sells Railroad Magazine, Ry. Progress, Trains. Trades sw keys. SSE.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will buy ICS bks. on Walschaert or Baker valve gear. Will sell Pyle-National dynamo.

JIM FRED RR 1, Cutler, Ind. 46920, will sell colored slides of a recent train wreck and Golden Spike Special in Indiana. Send 25c for sample and info.

GLEN GIERZYCK, 2936 E. Crawford Ave., St. Francis, Wisc. 53207, wants pix any Wisc. rr. depot.

JOHN GLOEKLER, 5522 Crestmont Ave., Livermore, Calif. 94550, sells tts., menus, annual reports. mags., etc. List 12c stamps.

LIL GOODMAN, Box 17165, Chicago, Ill., sells rr. marker dining-car silverware; list free.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, seeks old rr. stocks, bonds. Has plenty of swap material.

KEN HALLENBECK, 1141 Lexington St., Ft. Wayne, Ind. 46807, will sell 1909 ICC bk., 798 pages, listing rrs., mileages, income, etc. Make offer.

MRS. JOHN HANEY, 507 York St., Williamsburg, Va. 23185, will sell LIRR World's Fair Commemorative History and fare token. Make offer.

HARVEY HUSTON, 860 Mt. Pleasant, Winnetka, Ill. 60093, buys pix, negs., of Dells and NE, Roddis Lumber & Veneer RR.

TOM HYCHALK, 58 W. Maple Ave., Morrisville, Pa. 19067, buys pix of 2-8-4's, esp. TH&B, TA&G, IGN, PM, W&LE, AT&SF.

ED KANAK, 2400 Orchard Pl., New Brighton, Minn., 55112 sells diesel slides. (Color or b&w, Ed?)

JOHN KEAVY, JR., P.O. Box 214, South Sta., Fall River, Mass. 02724, sells rubber stamps showing train pix with or without your name, addresses. Pix incl. steam, diesel, elec., trolley. (SSE)

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RAY KENNY, JR., 411 Summit Ave., Cedarhurst, N.Y. 11516, will buy LI pix, 4/63 and 1/69 Railroad Magazine, Goodrich's "Change at Jamaica."

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells or trades railroadiana. List 10c.

SKIP KITCHEN, 20421 Lake Rd., Rocky River, Ohio 44116, buys switch keys, locks, lanterns.

H.M. KNIFFEN, Box 756, Poughquag, N.Y. 12570, will sell complete set of Trains mag. Make offer.

JIM KNOOP, 15022 Fordham, Detroit, Mich. 48205, will buy Suprey's bk. "The Friendly Soo"; buys Milw. trolley or interurban color slides.

RON LIPSETT, 169 Sedgefield Ave., Pointe Claire, Que., Canada, buys, sells, or trades sizes 620, 616 diesel negs. and pix of many Canadian roads.

PETE LIVERMORE, 239 S. Laskey Dr., Beverly Hills, Calif. 90212, will buy drawings B&O 4-4-4-4 5600.

BRUCE MOFFAT, 6727 N. Loran, Chicago, Ill. 60646, buys pix, info., tts. of Chi., Aurora & DeKalb.

WAYNE MONROE, 449 Oakwood Rd., Baltimore, Md. 21222, buys WM train orders, railroadiana.

JON NELSON, 9911 W. Broadview Dr., Bay Harbour, Fla. 33154, buys anything FEC. Sells FEC tkts. and pix.

T. R. NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys old RPO cancels.

A.W. NITSCH, 2752 N. Bosworth Ave., Chicago, Ill. 60614, will buy pix, info. on IC loco 669.

L.M. NOSEWORTHY, 43 W. Macada Rd., Bethlehem, Pa. 18017, sells LV cuff links, tie bars, ashtrays, key chains, ladies' pins, cond. buttons. (SSE)

E. OLIVER, 837 Scott, San Francisco, Calif. 94117, buys CERA spls., Inter. Spls., Interurban books.

STEVE ONDIC, 11928 127 St., Edmonton 41, Alta, Canada, will buy N&W or LI rulebks. showing position light signals.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells steam, diesel pix; list 25c. Sells size 620 diesel negs. on approval.

JOHN PARLATO, 385 William St., East Orange, N.J., will buy Illi. No. 15 21-jewel rr. pocketwatch.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells 35mm Kodachrome dupl. slides steam. diesel, trolley. Sample 30c.

HARRY PETERSON, Box 335. Portland, Maine 04112, sells back issues Railroad Magazine: 12/55, 8/56, 6 and 10 and 12 '59, 10/60, 1 thru 10 (exc. 3) 66. Also Trains: 3, 6/56; 9/59; 8/60. All covers intact, no clipouts. All for $5 ppd.

Rev. GEO. PIERSON, 19622 Purnell Ave., Rocky River, Ohio 44116, will sell B&A Adlake switch lamp.

GEO. PITARYS, Mountain Rd., Raymond, Maine 04071, buys or trades for Maine railroadiana, esp. MEC. Will give station pix, tts., emp. tts., sw. keys in exchange.

ERNIE PLANT, 254 W. Windsor Rd., North Vancouver, B.C., Canada, sells NP, NKP, WP, PGE rr. crests, emp. tts., train orders, trolley tkts. (SSE)

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades rr postcars, dining-car items, keys, cuspidors, playing cards, ashtrays.

TONY REZNAK, JR., 120 Edison St., Wilkes-Barre, Pa. 18702, will sell 2 NYO&W "No Trespassing" signs. (SSE)

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw. marker, classification, hand lanterns, globes, bells, hdlts., whistles, locks, keys.

LEN RICE, 2800 Woodley Rd. N.W., Washington, D.C. 20008, sells B&O 8x10 negs. locos, trains, scenes. (SSE)

LEW RICHARDSON, Box 265, Northfield, Ohio 44067, will buy pix WAB Loung car 1550, back issues Psgr. Train Equip. Register.

ROD RIGHTER, 1383 Yorkshire, Birmingham, Mich. 48008, trades pre-1940 NYC psgr. tts. for NYC frt. tts.

GIL RITENBURG, 675 75th St., Niagara Falls, N.Y. 14304, sells rulebks. (SSE)

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells pix LV, NYC, CP, B&O stations, towers. List, sample 20c.

DICK SCHMELING, 3801 S. 40th St., Lincoln, Neb. 68506, sells sizes 116, 120, p.c. negs. of UP steam on approval. (SSE)

GORDON SCHMIDT, Rte. 1, Arcadia, Ohio 44804, sells 35mm dupl. slides steam, diesel, elec., stations of SOO, C&NW, CMSP&P, CSS&SB, CRI&P, N&W, etc. (SSE)

OTTO SCHUERER, 3917 N. 51 Blvd., Milwaukee, Wis. 53216, buys postcards of Wisc. rr. depots, steam logging locos.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells sets of 5 D&H Also PA-2 slides. Postcard list free. (SSE)

DWILGHT SHELBY, 138 N. 33rd St., Camp Hill, Pa. 17011, will sell 10/74, 10/84, 9/94, 9/44 Off. Guides, good cond.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco and Carbldrs. cyclopedias, other books, rr. calendars, etc.

TED SOMMER, Codfish Hill Rd., Bethel, Conn. 06801, buys B&M emp. tts., rulebks., pix of bldgs., equip., track, blueprints of locos, bldgs., track layouts.

H.E. STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, buys or trades for Chattanooga trolleyana.

TOM STEPHENS, 8 Richfield St., Squantum, Mass. 02171, will buy currnt NYC, PRR, PC rosters.

BEN STEVENS, 101 Weber Ave., Sayreville, N.J. 08872, buys color negs. and pix of name trains.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell set of UP golden spike playing cards.

DICK STREET, 2292 N. River Rd. N.W., Warren, Ohio, 44483, will trade ATSF 4-6-2 3425 Baldwin bldrs. plate for any NYC steam bldrs. plate.

JOHN THOMPSON, Monee, Ill. 60449, buys pix drawings, specs of SP 319 4-6-0 class T24 for restoration project.

HOWARD WAYT, Box 441, Bellaire, Tex. 77401, buys or trades orig. rr., trolley slides, negs., bks. Makes b&w slides from negs., pix; copies postcards. (SSE)

FRED WEST, 921 Myrtle Ave., Brooklyn, N.Y. 11206, trades rr. or model mags. for rr. bks. (SSE)

BOB WHITE, 1030 Southhill St., Kamloops, B.C., Canada, sells traction tkts., transfers, tts., hardware, etc. List 10c.

L.A. WHYTE, 1324 Regency Court Sudbury, Ont., Canada, sells Canadian steam pix; list and sample 25c. Buys or sells negs. on approval.

JOHN WOLTERS, 1586 Beverly St., Hammond, Ind. 46324, will buy PC loco roster.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys sw. keys, anything on P&WV or West Side Belt.

DENNIS WOZNICZKA, Box C 8896, Lowry AFB, Colo. 80230, buys info., pix of Monon accident at Monon, Ind. 9/17/51.

CHAS WROBLESKI, Box 663, Scranton, Pa. 18501, buys Scranton Transit negs.

Coming Events

Thru Labor Day: Goober Special excursion train in Texas between Dublin and DeLeon; mixed train daily except Mon. and Tues. Lv. Dublin 3 p.m.; return 6 p.m. Contact Texas Central Railroad, Box 428, Dublin Texas.

Aug 10 RDC excursion on Esquimalt & Nanaimo Ry., Victoria to Port Alberni. Lv. Victoria 9:30 a.m.; return 7:30 p.m. Adults $13.75, kids 6.96. Contact Juan de Fuca Railroad Clubs, P.O. Box 4093, station A, Victoria, B.C., Canada.

Aug. 17: Maine Central diesel excursion, Brunswick, Me., to Rockland, 114 miles in all, over Rockland branch. Lv. 9 a.m.; arr. 5 p.m. Contact Robert Baker.

Aug. 29-Sept. 1 Bay Area Electric RR. Assn. special train from San Francisco via SP to Eugene, Ore.; side steam trip. McCloud River RR. Contact John Plytnick, 294 Union, San Rafael, Calif. 94901.

Aug. 31: Trolley-coach trip in Dayton Ohio, for 6 hrs. Using a Pullman and a Maron-Herrington car over routes 2, 5, and 7. Fare $5, payable to Mike Harrington, Northwestern Penna. Electric Traction Assn., 916 Wayne St., Erie, Pa. 16503. Lv. 12 noon from Western Ave. terminal.

Sept. 1 Steam ride and slide show, displays at Chester depot, Vt. First meeting of Rutland Railroad Historical and Technical Assoc. Write Philip R. Jordan, P.O. Box 403, Manchester Center, Vt. 05255.

Sept.1-13: Rocky Mountain Ltd. Chicago-Denver Special. Two weeks of steam, electric, and diesel operations, including what may be the very last run of UP 844. Contact Intermountain Chapter, NRHS, Box 5181 Terminal Annex, Denver, Colo. 80217.

Sept. 6 San Francisco Municipal Ry. streetcar trip on all available lines. Lv. Geneva carhouse 10 a.m. Contact Electric Railway Historical Asson. of Southern California, Box 6576, Los Angeles, Calif. 90055.

Sept. 19-21: Veterans of 719th Ry. Operating Battalion reunion in conjunction with Military Veterans convention at Benjamin Franklin Hotel, Philadelphia, Pa. Contact R.E. Runsteen, sec., 12620 W. Dodge Rd., Omaha, Neb. 68154.

Sept. 28 Red Arrow Lines trolley trip with two different cars to Media, Sharon Hill, and Norristown, Pa. Lv. 69th St. P&W platform 11:15 a.m. Fare before Sept. 15, $4.50, after is $5.50. Contact Phila. Chapter NRHS, 2635 Dagett St. Philadelphia, Pa. 19142.

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BOOKS OF THE RAILS

LINCOLN'S RAILROAD MAN: HERMAN HAUPT, by Francis A. Lord, 325 pages, 5½x8¼", illustrated with photos and maps; appendix, bibliography, index, Fairleigh Dickinson University Press, Box 421, Cranbury, N.J. 08512, $10.

Haupt, an inventive genius, was the father of U.S. military railroading, but this is the first definitive book on his achievements. Petty jealousies of a fellow railroader, Daniel C. McCallum, and of Secretary of War Stanton kept the great man from getting due credit for his services with the Army of the Potomac during most of 1862 and '63.

He organized a construction corps which served the Union railroads effectively until the war ended. His contributions to the battles of Fredericksburg, Chancellorsville, and Gettysburg were high points of the war. Using a railway that ordinarily ran only three or four trains a day, Haupt, by a well-developed convoy system, forwarded 1500 tons of essential supplies to General Meade's army daily and brought back 2000 to 4000 wounded soldiers. Lord has done a memorable book on Civil War railroading.

BULLETIN No. 120: *The Railway & Locomotive Historical Society* (April '69), 94 pages, 6x9", edited by Charles E. Fisher, illustrated with photos and maps, The R&LHS, Inc., Baker Library, Harvard Business School, Boston, Mass. 02163; price for members $2; nonmembers $3.

Among the many subscribers to these *Bulletins*, in addition to individuals, are schools, universities, technical institutes, public libraries, etc., all over the world. No. 120 features "The Diminutive High Iron of Massachusetts Bay," by Frank Kyper; "Passenger Depots in Chicago and St. Louis: 1850-1900," by Carl Abbott; "Roots of the Woodstock Ry.," by Edgar T. Meade, Jr.; "Kahului Railroad: The Final Chapter," by Robert A. Ramsay, and half a dozen other worthwhile papers. Each issue is a permanent repository of rail history and lore.

COLORADO RAIL ANNUAL: 1969, edited by Cornelius W. Hauck, Gordon Chappell, and Robert W. Richardson, 72 pages 8½x11", thick coated paper, illustrated with over 100 photos, some maps, etc.; Colorado Railroad Museum, Box 641, Golden, Colo. 80401, $2.50.

This *Annual*, No. 7, is by far the largest issue to date. It is rich in narrow-gage lore, both text matter and pix, particularly a long piece on the D&RG'S "Chili Line," written dramatically and authentically. There are also interesting articles on the Manitou & Pike's Peak Ry. and even a slim-gage line in the Arctic.

THE IMPACT OF RAILWAYS ON VICTORIAN CITIES, by John R. Kellett, 466 pages 5½x8½", hard cover, illustrated, with maps, photos, and old prints; appendix, index, University of Toronto, Toronto 5, Ont., Canada, and 1061 Kensington Ave., Buffalo, N.Y. 14215, $11.50.

A thoroughly researched and well documented study based upon detailed case histories of five large British cities.

AN INTRODUCTION TO RAILWAY BRAKING, by H. R. Broadbent, 5½x8½", hard cover, illustrated with diagrams and formulas; appendix, index, Barnes & Nobles, Inc. 105 Fifth Ave., New York, N.Y. 10003, $9.50.

The author has had much practical experience in the Chief Mechanical Engineer's Dept. (Railways) of London Transport. This book covers the basic factors of design and operation of brake equipment. (*Turn to page* 59.)

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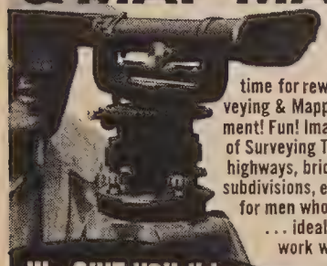

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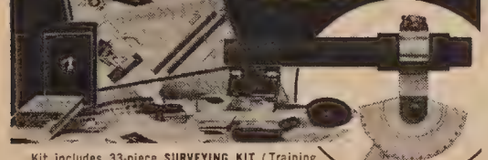

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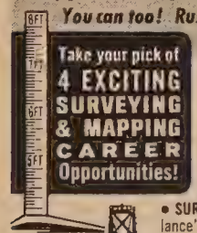

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	Price List	Price Our
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
LINCOLN'S RAILROAD MAN: Haupt	$10.00	($ 9.50)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
WESTWARD TO PROMONTORY, Barry B. Combs	$10.75	($10.20)
HIGH ROADS TO PROMONTORY, George Kraus	$ 9.50	($ 9.00)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.70)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
NORTHERN PACIFIC, by Chas. Wood	$13.95	($13.25)
DESTINATION TOPOLOBAMPO, Kerr and Donovan	$ 7.95	($ 7.55)
TRAIN WRECKS, by Robert C. Reid	$12.95	($12.30)
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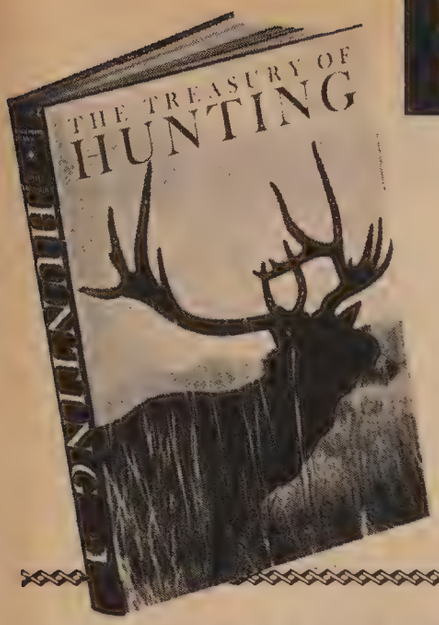

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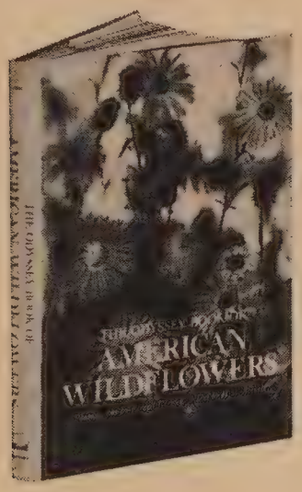

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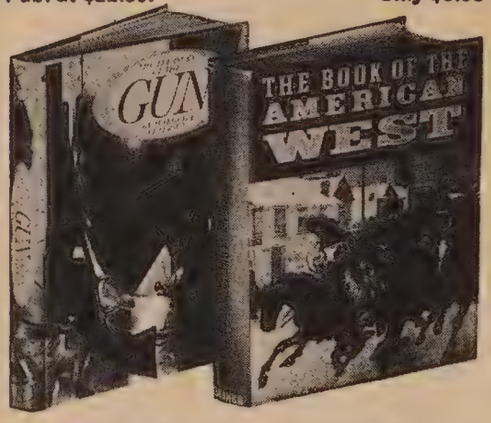

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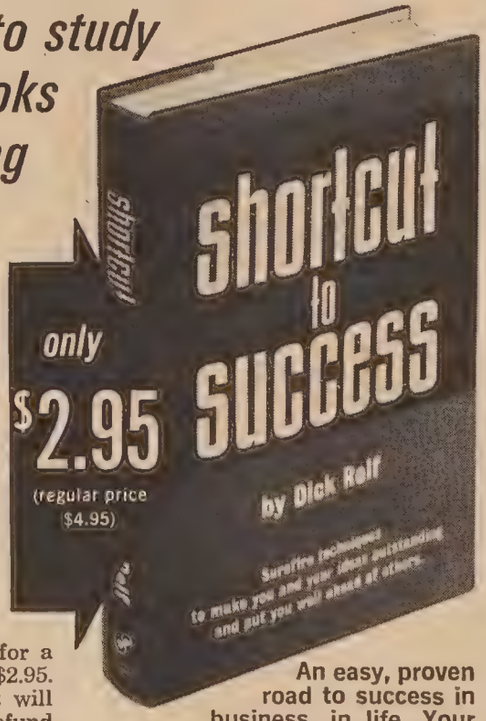

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More Data on Rosters

These corrections to our New Jersey shortlines roster (June) come from George R. Silcott: Note 2 should read L&NERR 611 was sold to George R. Silcott, then to Ford Motor Co., renumbered 10013. L&NERR 612-616 were sold to L&N, renumbered 2370-2374. 2370-2371, 2373-2374 were re-engined by L&N with GM-EMD engines to 1200 hp.

Note 10 should read NYS&W 150-151 were sold to Sea Trains Lines and an unknown buyer but not necessarily in that order. Note 11 should read NYS&W 204 was sold to Silcott, then traded to Precision Engineering for ex-D&RGW 111 and was scrapped. Note 13 should read NYS&W 233 was sold to Silcott, then to the Genesee & Wyoming, and is being used for spare parts.

Striegel Supply & Equipment sends additional data on our New York Shortlines (Aug.) roster. Note 36 should read LIRR 405, 409-412, 450 were sold to SS&E. LIRR 409 was renumbered Streigel 53. LIRR 405, 410-412, 450 were scrapped. Note 37 should read LIRR 1501-1509, 2001-2008, 2401-2404 are no longer on roster.

New York City Transit Authority sends us data to expand our South Brooklyn Rys. rosters in New York Shortlines. SBK 2 was 360-hp electric built by Brooklyn Heights RR in 1904, weighed 69,300 lbs., was scrapped Oct. 6, 1944. SBK 4 was 600-hp electric built for BH in 1907. Like SBK 2, it was originally owned by BH. It weighs 109,000 lbs.; is now stored unservicable.

SBK 5 is 800-hp Alco-GE electric built for BH in 1910. It weighs 112,500 lbs.; was transferred to NYCTA, is presently in use. SBK 7 is 640-hp GE electric, originally owned by Brooklyn-Manhattan Transit. Built in 1926, weighs 102,000 lbs.; has been transferred to NYCTA, which still uses it.

SBK 8 and 9 were originally U.S. Army Whitcomb diesels built in 1943. SBK 8 was transferred to NYCTA, is still used. SBK 9 has been sold . SBK 9980 was dump car built in 1905 by Treadwell for BH; weighed 48,600 lbs., scrapped in 1955.

Data from Bill Surdyk, N&W engineman, and others, leads us to revise our N&W roster (June). Note 5 should read: The following N&W units, for which disposition is unknown to us, are no longer on roster: 53, 55-56, 58, 349, 383, 946, 2026-2028, 2030-2031, 2034, 2037, 2038-2040, 2043, 2044-2045, 2125-2126, 2128-2132, 2407, 2424, 2537, 2549, 2553, 3457, 3663-3665, 3668-3670, 3672-3676, 3677-3688, 3691-3696, 3698-3702, 3704, 3707-3708, 3710, 3713, 3724, 3800, 3803, 3804-3807, 3809-3812.

Note 11 should read: 2032,2038, 2042 sold to AC&Y, renumbered 106-108. 106-108 resold to N&W. 106 traded to GM-EMD; 107-108 are in service.

Note 21 should read: WAB 100, 111, 150-152, 154-155, 157, 300, 302-303, 305-319, 325, 400-411, 600, 602-613, 615-619, 621-656, 902, 1001-1002, 1016-1017, 1050-1053 were sold prior to merger to a company unknown to us.

A new note 50 should be added: 2044-2045 were sold to Fairport, Painesville & Eastern; and a new note for units 2340-2359, reading 2357 wrecked and scrapped.

Based on personal observation, notes of New Haven roster (April '69) should be revised. Note 6 should read: The following units are no longer on roster: 590, 596, 0602, 0604-0605, 0607, 0611-0614, 0617, 0619-0620, 630-639, 0660-0661, 0666, 0779-0670, 0700-0759, 0900-0911-0923, 0925-0933, 0938-0939, 0941-0943, 0948, 0951, 0954, 0956, 0964, 0969, 0971, 0984, 0987, 0990, 0993. Of these, 0602, 0607, 0613-0614, 0619, 0661, 0668-0669 are stored at Cedar Hill yard.

Note 12 should be: 0907, 0810-0811, 0815, 0818 were sold to GE, rebuilt; resold to Govt. of Trinidad, Ministry of Works&Transportation. 0808 is no longer on roster. 0809 was sold to Connecticut Co. (1958), then to East Hartford Freight Co. (1963); is now stored unservicable at Cedar Hill Yards. 0813 was sold to New Haven Trap Rock Co. (1/25/60). 0814 was sold to General Dynamics, renumberd 16291. 0816 is no longer on roster.

Note 10 should read: 0801 is no longer on roster, is stored at Cedar Hill. 0802 was sold to Youghiogheny & Otio Coal Co. (12/24/58) not renumbered.

Note 15 should read 3000-3001, 3100-3101 are no longer on roster. 3100-3101 are stored at Cedar Hill. — Sy Reich

Steam Days on L&N

BACK in 1925, a man now living in Etowah, Tenn. went firing on the Louisville & Nashville's old Atlanta Division; doesn't want his name printed.

"Our engines ranged from 4-4-0's with 72-inch drivers to heavy 2-8-0 freight hogs with 56-inch drivers that could pull 2,350 tons," he writes. "The 2-8-0's were man-killers to keep hot. Nobody loved those old steamers more than I did—up to a point—but we were all glad to see them go. Few steam fans today realize what we went

through to handle them. We'd freeze in winter and burn up in summer. Eyes full of cinders, smoke, dust, and grease. We'd work from 10 to 20 hours on a 137-mile trip. It was brutish labor shoveling coal and sometimes we fainted in tunnels, due to coal gas.

"At speeds of 50 mph. or more, the Consolidations had a tendency to break their side-rods. We called it 'coming unraveled.' Such experiences would cause a man to re-live his whole life in about a minute. Sometimes the side-rods would flail off the running boards and air-pumps, blow out the cylinders, and maybe demolish the cab. You couldn't jump out of the cab because of the flying scrap-iron and ballast.

"I recall an old engineer named Jim on the *Dixie Flyer* who was a whistle artist. He had been reprimanded several times for this; but one morning, northbound, he really 'quilled' that thing, causing dogs along the right-of-way to bay at the sky. Near Ringgold, Ga., seeing a section gang at work, he began playing *Oh, How I Love Taters* on his whistle. As he went by, the gandy dancers, who were blacks, were rolling on the ground, yelling, and slapping one another on the back. Just then he saw the superintendent talking to the section foreman.

"The super handed him ten demerits and said: 'Jim, we told you enough about that whistle.' But as the crestfallen engineer was leaving, the super added: 'Wait a minute! When you passed us yesterday blowing your whistle, the foreman told me that he always got an extra hour's work out of those men on the days you went by, because you raised their spirits. That was the prettiest thing I ever heard. Give me back those brownies and blow that damned whistle all you please.'

"Back in the hand-fired days, the engineer was top dog on the railroad—and, to some extent, still is. If he didn't like the fireman all he had to do was drop the Johnson bar down a couple of notches and let it stay there. The worst wreck I ever saw was a pile-up of 53 steel gondolas of coal in a space of 100 yards. It towered as high as a three-story building and was caused by a burnt-out journal while the train was making 65 mph." ●

Model Trading Post

Capt. R.J. BAKER, Base Exchange Officer, CFB Calgary, Calgary, Alta., Canada, sells or trades HO and N gage diesels, CN CP, psgr., frt. cars. (SSE)

MIKE MAZZACANO, 3820 E. Colorado Blvd., Pasadena, Calif. 91107, sells mdl. die-casting old-timer 26 tank cars. (SSE)

GEO. McEVOY, Boothbay Ry. Museum, Boothway, Main 04537, will sell 24" gage Crown steam train, excel. cond.

AL MILLER, 3212 34th Ave., S., Minneapolis, Minn. 55406, will buy Hertz bks. on tinplate trains.

ERIC PORCH, 251 Richland Ave., Mansfield, Ohio 44903, sells ¼" scale circus models and HO gage cars. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 48W, 90, 438, 442, 927. ●

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Four NP road-switchers haul a long freight drag west of Missoula, Montana.
photograph from Northern Pacific Railway

Northern Pacific Railway

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
98	380	GE	44-ton	B-B	21,870	89,000	1946	1
99 (1st)	410	BE	44-ton	B-B	21,625	88,000	1943	2
99 (2nd)	1000	GM-EMD	NW2	B-B	60,330	244,750	1948	3
100	900	GM-EMC	NW	B-B	57,230	232,060	1938	4
101-103	1000	GM-EMD	NW2	B-B	61,500	249,500	1940	
104-106	1000	GM-EMD	NW2	B-B	61,100	247,800	1941	
107-114 (2nd)	1200	GM-EMD	SW7	B-B	60,730	246,270	1949	
115-117 (2nd)	1200	GM-EMD	SW9	B-B	60,730	246,270	1952	
118 (2nd)	1200	GM-EMD	SW9	B-B	60,730	246,270	1953	
119-121 (2nd)	1200	GM-EMD	SW1200	B-B	60,900	246,740	1955	
122-125 (2nd)	1200	GM-EMD	SW1200	B-B	60,900	246,740	1955	
126 (2nd)	1200	GM-EMD	SW1200	B-B	60,900	246,740	1955	
127-129 (2nd)	1200	GM-EMD	SW1200	B-B	60,900	246,740	1955	
130 (2nd)	1200	GM-EMD	SW1200	B-B	60,850	246,540	1955	
131-132 (2nd)	1200	GM-EMD	SW1200	B-B	60,920	246,820	1956	
133-134	1200	GM-EMD	SW1200	B-B	60,920	246,820	1956	
135-140	1200	GM-EMD	SW1200	B-B	60,990	247,100	1956	
141-145	1200	GM-EMD	SW1200	B-B	60,740	246,090	1956	
146	1200	GM-EMD	SW1200	B-B	60,700	245,940	1957	
147-148	1200	GM-EMD	SW1200	B-B	60,700	245,940	1957	
149-150 (2nd)	1200	GM-EMD	SW1200	B-B	60,700	245,940	1957	
151-162 (2nd)	1200	GM-EMD	SW1200	B-B	60,850	246,540	1957	
163-177 (2nd)	1200	GM-EMD	SW1200	B-B	60,800	246,340	1957-8	
200-203	1750	GM-EMD	GP9	B-B	62,590	256,940	1954	
204-213	1750	GM-EMD	GP9	B-B	62,590	256,940	1955	
214-217	1750	GM-EMD	GP9	B-B	62,600	259,100	1955	
218-240	1750	GM-EMD	GP9	B-B	62,060	256,950	1955	
241-242	1750	GM-EMD	GP9	B-B	62,710	257,430	1955	
243	1750	GM-EMD	GP9	B-B	62,500	255,570	1955	
244-245	1750	GM-EMD	GP9	B-B	60,750	252,800	1956	
246-260	1750	GM-EMD	GP9	B-B	62,450	258,500	1956	
261-268	1750	GM-EMD	GP9	B-B	59,830	248,040	1956	
269-274	1750	GM-EMD	GP9	B-B	62,560	256,810	1956	
275-284	1750	GM-EMD	GP9	B-B	62,400	258,300	1956	
285-304	1750	GM-EMD	GP9	B-B	59,900	246,180	1957	
305-316	1750	GM-EMD	GP9	B-B	59,900	246,100	1957	
317-344	1750	GM-EMD	GP9	B-B	59,950	245,300	1957	
345-350	1750	GM-EMD	GP9	B-B	59,775	246,040	1958	
351-357	1750	GM-EMD	GP9	B-B	59,600	245,340	1958	
358-375	1750	GM-EMD	GP9	B-B	59,750	246,000	1958	
376-384	1800	GM-EMD	GP18	B-B	59,550	245,140	1960	
400-401	1000	Baldwin	VO 1000	B-B	58,930	239,600	1941	5
402-403	1000	Baldwin	VO 1000	B-B	58,100	236,900	1942	6
404-406	1000	Baldwin	VO 1000	B-B	59,220	240,500	1944	6
407	1000	Baldwin	VO 1000	B-B	59,220	240,500	1944	6
408	1000	Baldwin	VO 1000	B-B	59,490	241,300	1944	6
409	1000	Baldwin	VO 1000	B-B	59,490	241,300	1944	6
410	1000	Baldwin	VO 1000	B-B	59,490	241,300	1944	6
411	1000	Baldwin	VO 1000	B-B	59,490	241,300	1944	6
412-413	1000	Baldwin	VO 1000	B-B	59,440	242,300	1945	6
414	1000	Baldwin	VO 1000	B-B	59,440	242,300	1945	6
415-417	1000	Baldwin	VO 1000	B-B	59,440	242,300	1945	6
418-419	1000	Baldwin	VO 1000	B-B	59,400	242,300	1945	6
420	1000	Baldwin	VO 1000	B-B	59,440	242,300	1945	6
421-427	1000	Baldwin	VO 1000	B-B	59,440	242,300	1945	6
500-501	1500	BW	DRS 4-4-1500	B-B	62,250	257,500	1948	7
525	1500	BW	DRS 6-6-1500	C-C	73,550	299,400	1948	8
550-551	1500	GM-EMD	GP7	B-B	61,060	254,450	1950	
552-554	1500	GM-EMD	GP7	B-B	60,950	252,550	1951	
555-558	1500	GM-EMD	GP7	B-B	60,980	252,620	1952	
559	1500	GM-EMD	GP7	B-B	60,300	249,900	1952	
560-563	1500	GM-EMD	GP7	B-B	61,390	254,250	1953	
564-568	1500	GM-EMD	GP7	B-B	60,900	250,200	1953	
569	1500	GM-EMD	GP7	B-B	60,350	248,750	1953	
600-602	660	Alco	HH 660	B-B	48,440	197,500	1940	9
603	660	Alco-GE	S1	B-B	48,540	198,000	1945	10
650	660	Baldwin	VO 660	B-B	49,500	201,760	1940	11
651-652	660	Baldwin	VO 660	B-B	48,410	197,800	1942	11
700-701	1000	Alco-GE	S2	B-B	56,570	230,000	1941	12
702-703	1000	Alco-GE	S2	B-B	56,570	230,000	1942	12
704-705	1000	Alco-GE	S2	B-B	56,570	230,000	1943	12
706-707	1000	Alco-GE	S2	B-B	56,570	230,000	1943	12
708-709	1000	Alco-GE	S2	B-B	56,570	230,000	1943	12
710	1000	Alco-GE	S2	B-B	56,570	230,000	1944	12
711-712	1000	Alco-GE	S2	B-B	56,570	230,000	1949	
713	1000	Alco-GE	S4	B-B	56,200	229,700	1951	
714-716	1000	Alco-GE	S4	B-B	56,200	229,700	1951	
717-719	1000	Alco-GE	S4	B-B	56,200	229,700	1953	
720-724	1000	Alco-GE	S4	B-B	56,270	230,000	1953	
750	900	Alco	S6	B-B	60,240	244,800	1955	
800	1000	Alco-GE	RS-1	B-B	58,860	242,500	1945	13
801	1000	Alco-GE	RS-1	B-B	58,860	242,500	1945	13

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
802-803	1000	Alco-GE	RS-1	B-B	58,860	242,500	1945	13
850-852	1600	Alco-GE	RS-3	B-B	59,920	247,770	1953	14
853-856	1600	Alco-GE	RS-3	B-B	59,920	247,770	1953	14,15
857-862	1600	Alco	RS-3	B-B	60,275	249,200	1955	
863	1600	Alco	RS-3	B-B	59,160	244,740	1955	
900-901	1800	Alco Pr.	RS-11	B-B	59,800	246,850	1958	
902-903	1800	Alco Pr.	RS-11	B-B	59,800	246,850	1958	
904-911	1800	Alco Pr.	RS-11	B-B	59,200	244,450	1958	
912-917	1800	Alco Pr.	RS-11	B-B	60,290	247,880	1960	
2500-2514	2500	GE	U25C	C-C	94,400	391,000	1964	
2515-2529	2500	GE	U25C	C-C	94,460	391,690	1965	
2800-2801	2800	GE	U28C	C-C	94,410	391,490	1966	
2802-2811	2800	GE	U28C	C-C	94,410	391,490	1966	
3600-3603	3600	GM-EMD	SD45	C-C	93,565	391,300	1966	
3604-3619	3600	GM-EMD	SD45	C-C	93,565	391,300	1967	
3620-3623	3600	GM-EMD	SD45	C-C	93,565	391,300	1968	
5400A, B-5402A, B, 5600D, C, 5602D, C	2700	GM-EMD	(FTA)x(FTB)	(B-B)x(B-B)	121,780	499,050	1944	14, 15, 16
5403A, B-5406A, B 5403D, C-5406D, C	2700	GM-EMD	(FTA)x(FTB)	(B-B)x(B-B)	121,780	499,050	1944	14, 15, 16
5407A, B-5410A, B, 5407D, C-5410D, C	2700	GM-EMD	(FTA)x(FTB)	(B-B)x(B-B)	121,780	499,050	1944-5	14, 15, 16
6000A, D-6004A, D (2nd)	1500	GM-EMD	F3A	B-B	59,915	245,000	1947	14, 15, 17
6000B, C-6004B, C (2nd)	1500	GM-EMD	F3B	B-B	59,915	245,000	1947	15, 17
6005A, D-6006A, D (2nd)	1500	GM-EMD	F5A	B-B	59,915	245,000	1948	15, 18
6005B, C-6006B, C (2nd)	1500	GM-EMD	F3B	B-B	59,915	245,000	1947	19
6007A, D-6012A, D (2nd)	1500	GM-EMD	F7A	B-B	59,915	245,000	1950	14, 15
6007B, C-6012B, C (2nd)	1500	GM-EMD	F7B	B-B	59,915	245,000	1950	15, 20
6013A, D-6018A, D (2nd)	1500	GM-EMD	F7A	B-B	60,200	246,120	1951	
6013B, C-6018B, C (2nd)	1500	GM-EMD	F7B	B-B	60,200	246,120	1951	
6019A, D-6020A, D	1500	GM-EMD	F7A	B-B	60,200	246,120	1951	
6019B, C-6020B, C	1500	GM-EMD	F7B	B-B	60,200	246,120	1951	
6050B	1500	GM-EMD	F7B	B-B	59,915	245,000	1948	18
6051A-6052A	1500	GM-EMD	F5A	B-B	59,285	244,500	1947	14, 15
6500A-6506A	1500	GM-EMD	F3A	B-B	58,580	244,500	1947	23
6500B, C-6506B, C (1st)	1500	GM-EMD	F3B	B-B	58,580	244,500	1947	22, 23, 14, 15
6500B-6509B (2nd)	1500	GM-EMD	F3B	B-B	59,285	244,500	1949	21
6500C (2nd)	1500	GM-EMD	F7A	B-B	59,285	244,500	1949	15
6501C-6502C (2nd)	1500	GM-EMD	F7A	B-B	59,285	244,500	1948	14, 15
6503C-6506C (2nd)	1500	GM-EMD	F5A	B-B	59,285	244,500	1949	22
6507C, 6508A, C	1500	GM-EMD	F7A	B-B	59,285	244,500	1949	14, 15
6509A, C-6512A, C	1500	GM-EMD	F7A	B-B	58,580	244,500	1949	22
6510B-6512B	1500	GM-EMD	7B	B-B	59,285	244,500	1950	
6513A, C	1500	GM-EMD	FF7A	B-B	58,580	244,500	1950	
6513B	1500	GM-EMD	F7B	B-B	58,580	244,500	1952	
6550B	1500	GM-EMD	F7A	B-B	59,915	245,000	1947	14, 19
6551B-6553B	1500	GM-EMD	F7B	B-B	60,500	254,850	1952	
6600A-6601A	1500	GM-EMD	FP7A	B-B	60,420	249,780	1954	22
6700A, C (1st)	1750	GM-EMD	F9A	B-B	60,615	247,700	1949	21
6700C (2nd)	1750	GM-EMD	F9A	B-B	60,420	249,780	1955	24, 25
6700B	1750	GM-EMD	F9B	B-B	60,420	249,780	1954	
6701A, C	1750	GM-EMD	F9A	B-B	60,420	249,780	1956	
6701B	1750	GM-EMD	F9B	B-B	60,420	249,780	1956	
6702A-6704A (1st)	1750	GM-EMD	F9A	B-B	60,825	248,540	1956	24, 26
6703A-6705A (2nd)	1750	GM-EMD	F9A	B-B	61,000	249,240	1956	27
6706A	1750	GM-EMD	F9A	B-B	60,840	248,790	1955	24,26
6707A	1750	GM-EMD	F9A	B-B	60,615	247,700	1953	24, 26
6702B-6703B	1750	GM-EMD	F9B	B-B	60,825	248,540	1955	24, 26
6704B-6709B	1750	GM-EMD	F9B	B-B	60,950	249,050	1956	24, 26
6710B	1750	GM-EMD	F9B	B-B	60,615	247,700	1954	24, 26
6702C	1750	GM-EMD	F9A	B-B	59,285	244,500	1955	24, 26
6703C	1750	GM-EMD	F9A	B-B	60,825	248,540	1949	24, 26
6704C	1750	GM-EMD	F9A	B-B	60,420	249,780	1956	27
6705C	1750	GM-EMD	F9A	B-B	61,020	249,500	1954	24, 26
6706C	1750	GM-EMD	F9A	B-B	60,950	249,050	1954	24, 26
6707C	1750	GM-EMD	F9A	B-B	61,020	249,500	1954	24
7000A, D-7001A, D	1750	GM-EMD	F9A	B-B	61,020	249,500	1954	
7000B, C-7001B, C	1750	GM-EMD	F9B	B-B	60,950	249,050	1954	24
7002A, D-7006A, D	1750	GM-EMD	F9A	B-B	60,950	249,950	1954	24
7002B, C-7006B, C	1750	GM-EMD	F9B	B-B	60,615	247,700	1955	24
7007A, D	1750	GM-EMD	F9A	B-B	60,615	247,700	1955	24
7007B, C	1750	GM-EMD	F9B	B-B	61,000	249,240	1955	24
7008A, D-7009A, D	1750	GM-EMD	F9A	B-B	61,000	249,240	1955	
7008B, C-7009B, C	1750	GM-EMD	F9B	B-B	60,825	248,540	1956	24
7010A, D-7014A, D	1750	GM-EMD	F9A	B-B	60,825	248,540	1956	24
7010B, C-7014B, C	1750	GM-EMD	F9B	B-B	60,840	248,790	1953	24, 28
7050A	1750	GM-EMD	F9A	B-B	60,420	249,780	1956	27
7051A-7052A	1750	GM-EMD	F9A					

Northern Pacific Roster Notes

Roster is based on data from NP's chief mechanical officer, GM-EMD's publications section, GE's manager loco. pricing and remanufacturing operation, WWV's general manager; Precision Engineering; and Pacific Railway Supply's office manager. It is accurate as of March 14, 1969.

Locomotive builders: GE, General Electric Co.; GM-EMC General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.—General Electric Co.; Alco Pr., Alco Products.

(1) 98 sold to Pacific Car & Foundry (7/64).

(2) 99 (1st) sold to Duluth Union Depot (12/43), renumbered 5.

(3) 99 (2nd) was originally New York, Ontario & Wesfern 115, then NP 99 (2nd) (7/57).

(4) 100 was rebuilt to SW900 (mod) (1/57).

(5) 400-401 were originally 109-110 (1st), then 400-401 (12/49).

(6) 400-427 were originally 109-112 (1st), 119-124 (1st), 153-154 (1st), 159-174 (1st), then renumbered 400-427 (12/49). Units 405, 407, 418, 426 were scrapped 6/68. Unit 406 was converted to trailer ET-3 (2/65).

(7) 500-501 were originally 175-176 (1st), renumbered 500-501 (12/49).

(8) 525 was originally 177 (1st), renumbered 525 (12/49).

(9) 600-602 were originally 125-127 (1st), renumbered 600-602 (12/49). Units 600-601 were sold to Walla Walla Valley, renumbered 770 (12/15/49), 775 (5/15/50). Units 600-601 were probably never actually stenciled with their new NP numbers. 602 was sold to Pacific Railway Supply (2/20/69), which has it for sale.

(10) 603 was originally 131 (1st), then 603 (12/49). Unit 603 was sold to Pac. Ry. Supply (12/68), then to Morrison-Knudsen, renumbered 103.

(11) 650-652 were originally 128-130 (1st), then 650-652 (12/49). 603 was originally 131 (1st), then 603 (12/49). 603 was sold to Pacific Ry. supply (12/68), then to Morrison-Knudsen, renumbered 103. Units 650, 652 were converted to trailers ET-2 (5/60), and ET-1 (2/59).

(12) 700-710 were originally 107-108 (1st), 113-118 (1st), 150-152 (1st), renumbered 700-710 (12/49).

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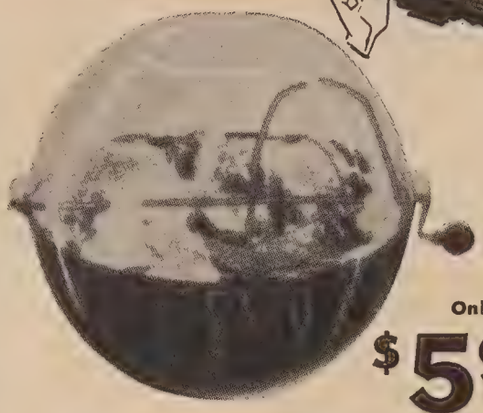

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(13) 800-803 were originally 155-158 (1st), renumbered 800-803 (12/49).

(14) The following units were traded to GM-EMD for new power: 850-852, 854, 5400A, 5400C,D, 5401B, 5402C, 5403B,D, 5405A,B,C,D, 5406A,D, 5409C, 6000A, 6002D, 6004D, 6010D, 6501B, 6504C, 6505A,C, 6506A, 6508B, 6510A, 6553B. All were scrapped.

(15) The following units were traded to GE for new power: 856, 5400B, 5401C, 5402A,B,D, 5403C, 5404A,B,D, 5406C, 5407A,C,D, 5408A,B,C,D, 5410A,B,D, 6001B,D, 6002A, 6004A,C, 6005D, 6007B, 6008A, 6500A,B, 6501A,C, 6502B, 6503B,C, 6504A,B, 6505B, 6506B, 6508B, 6510C. GE scrapped 856, 5410A,B, 6500B. GE sold 5401C, 5402D, 5406C, 5410D to Hyman-Michaels. Two of these were scrapped; two were sold to a railroad. GE sold the remainder to Precision Engineering, which scrapped them.

(16) 5400A,B,C,D-5410A,B,C,D were originally 6000A,B,C,D-6010A,B,C,D (1st), then renumbered 5400A,B,C,D-5410A,B,C,D (12/49).

(17) 6000A,B,C,D-6004A,B,C,D (2nd) were originally 6011A,B,C,D-6015A,B,C,D (1st), then renumbered 6000A,B,C,D-6004A,B,C,D (2nd) (12/49).

(18) 6005A,D-6006A,D (2nd) were originally 6016A,D-6017A,D (1st), then renumbered 6005A,D-6006A,D (2nd) (12/49). Units 6006A,D (2nd) were renumbered 6051A-6052A (10/19/59).

(19) 6005B,C-6006B,C (2nd) were originally 6504B (1st), 6503B (1st), 6505B (1st), 6506B (1st), then renumbered 6016B,C-6017B,C (1st) (1948), then renumbered 6005B,C-6006B,C (2nd) (12/49). Unit 6005B (2nd) renumbered 6553B (6/8/62). Unit 6006B (2nd) renumbered 6551B (12/16/59). Unit 6006C renumbered 6552B (3/3/60).

(20) The following units were converted to slave units 6007C (6/68) to RCU-2, 6010C (12/68) to RCU-1.

(21) 6500C (2nd) was wrecked; rebuilt by GM-EMD to an F9A (3/56), later renumbered 6703C (6/11/65).

(22) The following units were scrapped: 6508A (3/2/62), 6512B (3/2/62), 6700C (3/62).

(23) 6500B,C-6506B,C (1st) were renumbered 6509B, 6500B, 6501B, 6507B, 6502B, 6508B (all 2nds); 6016C (1st), 6503B (2nd), 6016B (1st), 6504B (2nd), 6017B (1st), 6505B (2nd), 6017C (1st), 6506B (2nd).

(24) The following units were converted to passenger service, renumbered as follows: 7000D to 6706C (2/28/67); 7002B to 6710B (5/5/67); 7005B to 6707C (4/5/67); 7007A,B,C,D to 6700C (2nd), 6702B-6703B, 6702C (5/29/64, 3/6/64, 4/24/64, 4/1/64); 7008A to 6706A (8/22/66); 7010B,C,D to 6708B, 6709B, 6703A (2/28/66, 7/20/66, 7/22/65); 7011C,D to 6704B (6/2/65), 6704C (4/11/66); 7013A,C,D to 6705A (6/9/66), 6705B (3/19/65), 6704A (4/23/65); 7014B,C to 6706B (9/3/65), 6707BB (1/29/65); 7050A to 6707A (1/27/67); 7051A to 6705C (5/5/66).

(25) 6700C originally 7007A, then 6700C.

(26) 6702B,C was originally 7007B,D; units 6703A,B,C (2nd) were originally 7010D, 7007C, 6500C; units 6704A,B,C (2nd) were originally 7013D, 7011C, 7011D; units 6705A,B,C were originally 7013A,C, 7051A; units 6706 A,B,C, were originally 7008A, 7014B, 7000D; units 6707 A,B,C were originally 7050A, 7014C, 7005D: units 6708B-6710B were originally 7010B,C, 7002B.

(27) 6703A-6704A (1st) were renumbered 7051A (11/59), 7052A (3/60); unit 7051A was renumbered 6705C (5/5/66).

(28) 7050A was originally GM-EMD 975, then NP7050A (5/55).

COORDINATED TRANSPORTATION: *Problems and Requirements*, edited by E. Grosvenor Plowman, 306 pages, 6x9", paperback, Cornell Maritime Press, Inc., Cambridge, Md. 21613, $7.50.

Highlights of papers and discussions of five workshop conferences on coordinated transportation.

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Miss Shirley Johnson (28), Rte. 1, Faribault, Minn., wants pen pals interested in Western history, horses, ranches.

Miss Wilma Robertson (17), Matlock Rd., Woodburn, Ky. 42170.

Paul Willis Woodcrest, Rifton, N.Y., desires mail from anyone interested in trolley museums and trolley models.

Dick Dougherty (34), 445 First Ave., West Haven, Conn., goes in for tape recording, has collection of over 10,000 misc. records. Lives near Branford trolley museum and will take pix there on request.

Ray Kinney (18), 411 Summit Ave., Cedarhurst, N.Y., hopes to hear from railfans employed by LIRR.

George Roberts (16), RD 1, Box 256-B, Aliqippa, Pa. 15001.

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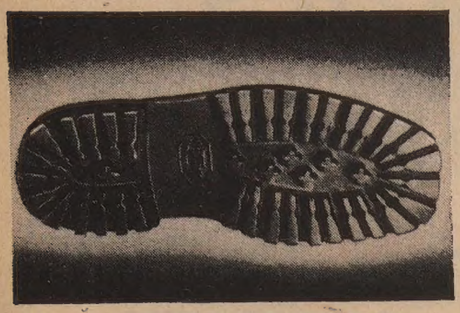

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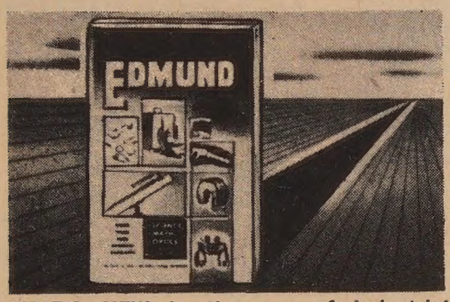

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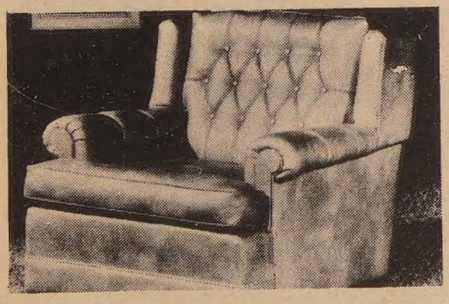

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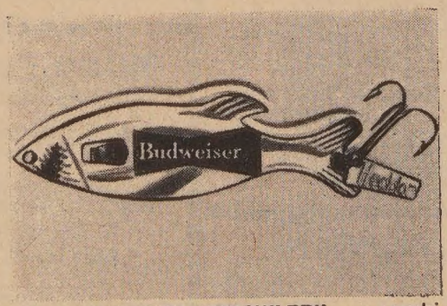

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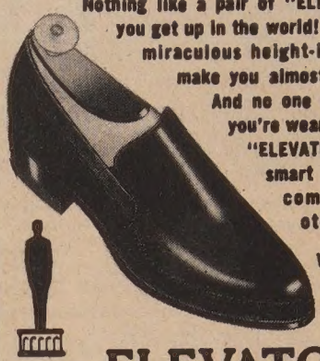

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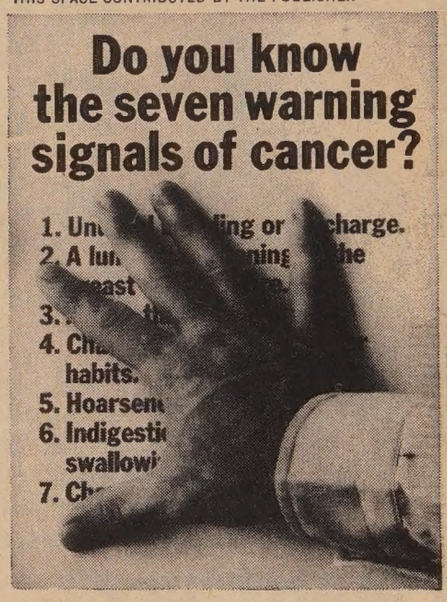

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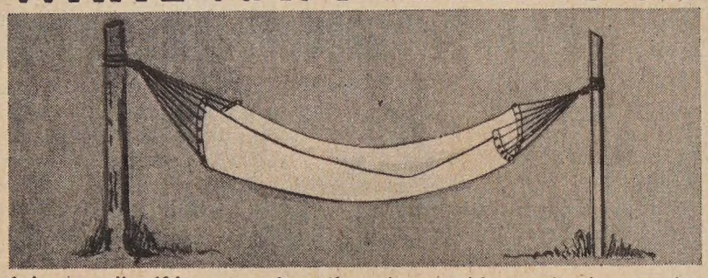

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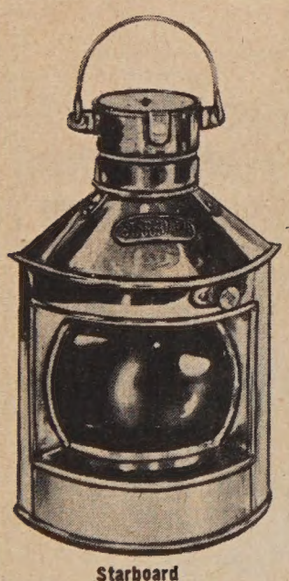

Starboard

Masthead

Port

Stern

c. 1875 DESIGN COPPER & BRASS NAVIGATIONAL SHIPS LANTERNS

Made by a small British ship-chandlers firm in the same way and with the same 1875 pride in hand craftmanship

This small old firm works just as decades ago turning out ship lanterns in hand-fitted copper and brass that comply with international regulations, but because of their design and workmanship deserve to sit on your desk or mantel. Highly polished; stand 9". Port has red lens; Starboard, green; Masthead and Stern, plain lenses. Brass bracket and mounting screws, $13.98 each; pair, $27.

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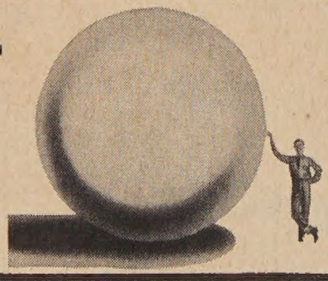

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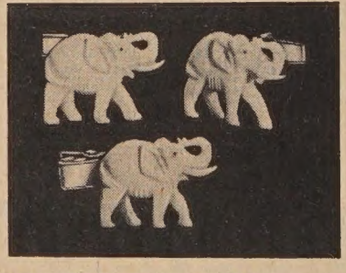

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Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

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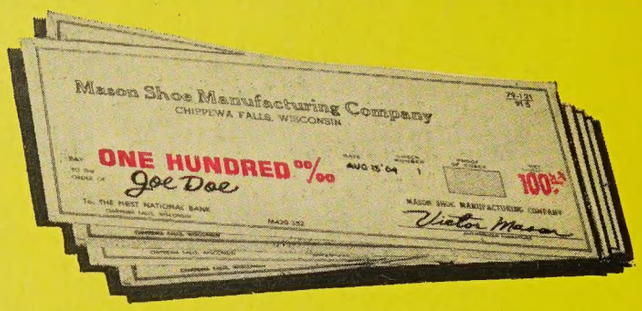

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